

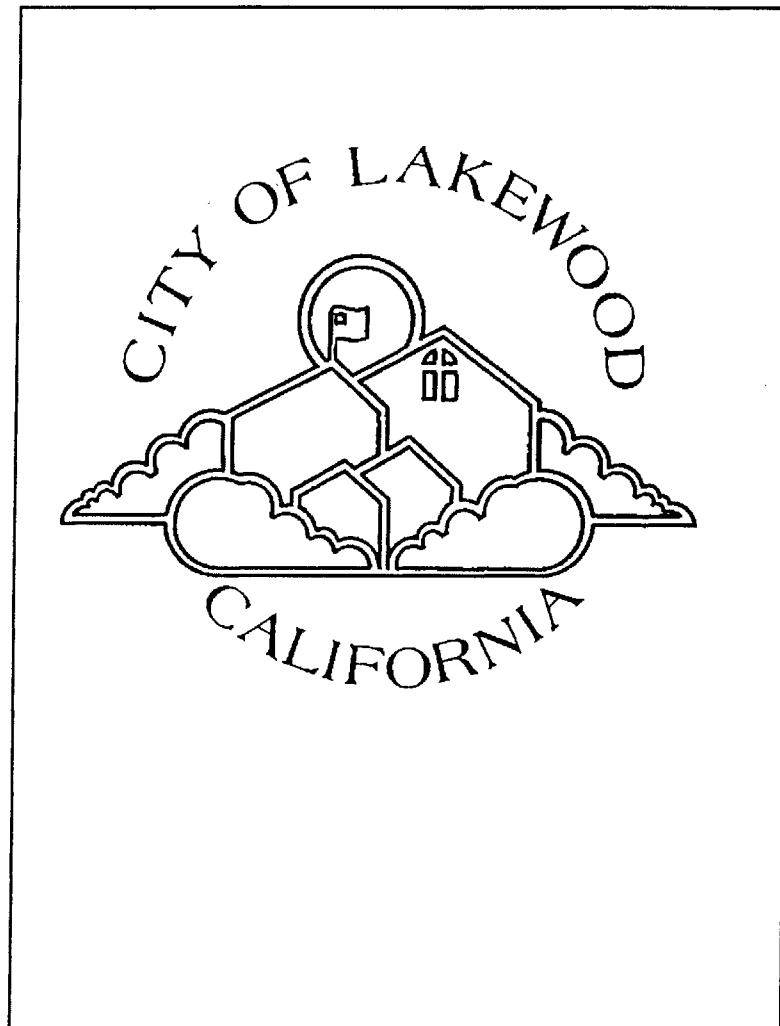
**Final Master
Environmental Impact
Report
(SCH No. 96061007)**

General Plan Update

***City of Lakewood
Community Development
Department***

November 1996

Final Master Environmental Impact Report
(Master EIR)
for the Proposed
Update of the City of Lakewood General Plan
(SCH No. 96061007)
November 12, 1996



City of Lakewood
Community Development Department
5050 North Clark Avenue
Lakewood, California 90712
(310) 866-9771

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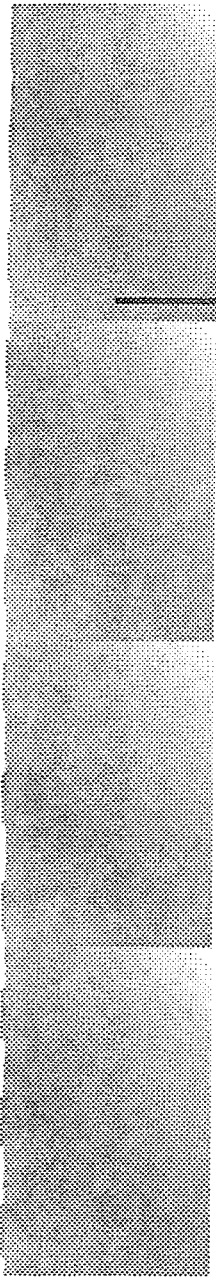
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Section I

Introduction

General Plan Update
Final Master EIR

City of Lakewood

Section I Introduction

I.A: Purpose of the Master EIR

The purpose of an Environmental Impact Report (EIR), as defined in section 15121 (a) of the State Guidelines for the implementation of the California Environmental Quality Act (CEQA) California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 "Guidelines", is as follows:

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effect and describe reasonable alternatives to the project.

This document assesses the significant environmental impacts, including unavoidable adverse impacts and cumulative impacts, related to the adoption of the proposed update of the General Plan.

This Master EIR is a tiered EIR. While it is less detailed than a project-specific EIR, it is nonetheless comprehensive because it analyzes potential impacts that may result from the implementation of the goals and objectives outlined in the General Plan.¹ This Final Master EIR focuses on the impacts associated with the long-range implementation of the General Plan's goals and objectives intended to improve, enhance, rehabilitate, and revitalize existing development and guide future development in the City. This Final Master EIR is necessarily general in nature because neither the nature of site specific development proposals, nor the precise nature of public improvement projects have been completely defined at this time. It is for generalized projects, such as the adoption of specific plans, that the CEQA Guidelines provide that "the degree of specificity in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR."

This Final Master EIR has been prepared in conformance with CEQA and the "CEQA Guidelines." Following public review of the Draft Master EIR, including public hearings by the City's Planning Commission and City Council and circulation of the Draft Master EIR to responsible agencies, the text of Draft Master EIR has been revised, as necessary, to respond to comments on the adequacy of the Draft Master EIR. Prior to the City Council's certification of the Final Master EIR (which will consist of the Draft Master EIR, as revised to respond to comments on the document, all comments received by the City and responses to comments), a Mitigation Monitoring Program will be prepared (as required by CEQA) and made available for public review.

¹ "Tiering" is defined in Section 21068.5 of CEQA as "...the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plans, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact reports and which concentrate on the environmental effects which: (a) are capable of being mitigated; and (b) were not analyzed as significant effects on the environmental in the prior environmental impact report."

I.B: Lead Agency and Document Format

The implementation of the Lakewood General Plan is the project as defined by Section 21065 of CEQA. The City has the primary responsibility for adoption of the proposed General Plan. The overall format of the Final

Master EIR contains those components required by CEQA, as summarized in Table I-1. During the course of the Final Master EIR preparation, the City contacted all affected agencies and organizations. Responses to the City's Notice of Preparation (NOP) are provided in Appendix A to this Final Master EIR.

**Table I-1:
Required Contents of an EIR -- CEQA Law and Guidelines**

<u>Required Section Number</u>	<u>Section in this Master EIR</u>
Table of Contents (per Section 15122 of the CEQA Guidelines)	i
Summary (Section 15123)	II
Project Description (Section 15124)	III
Environmental Setting (Section 15125)	IV
Environmental Impacts (Section 15126)	IV
Significant Environmental Effects of Proposed Project (Section 15126(a))	IV
Unavoidable Significant Environmental Effects (Section 15126(b))	VI
Mitigation Measures Proposed to Minimize Significant Effects (Section 15126(c))	IV
Alternatives to the Proposed Project (Section 15126(d))	V
Significant Irreversible Environmental Changes Resulting From Implementation of the Proposed Project (Section 15126(f))	VI
Growth Inducing Impacts of the Proposed Project (Section 15126(g))	VI
Effects Found Not to Be Significant (Section 15128)	III
Organizations and Persons Consulted (Section 15129)	VII
Cumulative Impacts (Section 15130)	VI
Comments on the Draft EIR and Responses to Comments	VIII

Several documents are incorporated into this Master EIR by reference. These reports are listed in Section VII, Organizations and Persons Contacted, Preparers, and References and are available for public review at the City of Lakewood Community Development Department, 5050 North Clark Avenue, Lakewood, California 90712.

I.C: Focus of the Master EIR

The analysis contained in an EIR for a general plan will be general and not project-specific. The CEQA law and guidelines recognize the difficulty in the application of the CEQA law

and guidelines to local general plans. Section 15146 of the CEQA guidelines states in part that:

An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with a greater degree of accuracy.

Therefore, this Final Master EIR prepared for the General Plan update focuses on the effects that may be expected with the adoption and subsequent implementation of the General Plan

with potential impacts resulting in changes to:

- Air Quality
- Noise
- Land Use
- Population and Housing
- Public Services and Facilities
- Circulation
- Public Utilities
- Earth Resources, including flooding and seismic risks

The issue areas listed above were identified in the Initial Study prepared by City staff. As a result of the interrelationship of the population and housing issue areas, the two sections were combined. In addition, due to the inter-relationship between flooding and seismic risks, particularly in regards to liquefaction, these two issues are also combined under Earth Resources.

**I.D: Intended Use of the
Final Master EIR**

Agencies which are expected to use this Final Master EIR may include: (a) the City of Lakewood Public Works Department for street improvements within the City; (b) the local school districts; and (c) other local

public and quasi-public agencies and utilities (such as Los Angeles County Flood Control District) that may need to rely on information relative to the City of Lakewood's future planning efforts for public works projects in the area.

Additionally, this Master EIR for the General Plan will be used for future approvals such as the adoption of tract maps and other discretionary permits relating to residential and non-residential projects which are consistent with the General Plan. While the Master EIR may not be sufficiently detailed for some of the projects, it may be used to focus future environmental documentation. In addition, this Master EIR provides "criteria of significance" for potential environmental issues relevant to the adoption of the General Plan update. More importantly, the criteria provides a basis, upon certification of this Final Master EIR, to review future projects and to determine if the future projects have the potential to create significant impacts.

**I.E: Areas of Public Concern or
Known Controversy**

The Community Development Department has conducted an extensive public participation program, including public meetings and workshops before the Planning Commission and City Council. The public

has not indicated potential areas of dispute or controversy.

City staff began work on the update to the Lakewood General Plan in 1990. The early phases of the update program consisted of data collection and land use/acreage inventories. To maintain a cost-effective program, all work was done in-house by a contract planner and City staff.

During April and June of 1990, two public meetings were held by the Planning and Environment Commission (PEC). At these meetings, the public was informed that the city was beginning the general plan update program and all public input was welcomed.

Completion of the draft Technical Background Report (TBR) in January 1992 marked the

beginning of a series of public study sessions on the general plan. (All of these study sessions were publicly noticed in accordance with state law.) The dates of these study sessions were as follows:

- May 21, 1992: Planning and Environment Commission Study Session #1;
- June 18, 1992: Planning and Environment Commission Study Session #2;
- August 20, 1992: Planning and Environment Commission Study Session #3;
- October 1, 1992: Planning and Environment Commission Study Session #4;
- January 21, 1993: Final Technical Background Report review by Planning and Environment Commission;
- February 1, 1993: Joint Study Session by the Planning and Environment Commission (PEC), Community Safety Commission (CSC) and Recreation and Community Services Commission (RCS) on the Technical Background Report. After thorough review by the Planning and Environment Commission, CSC and RCS, the Technical Background Report was forwarded to the City Council;
- February 23, 1993: City Council Study Session on the Technical Background Report and General Plan needs and opportunities;
- March 23, 1993: City Council Study Session on existing General Plan goals and policies. Commissions were directed to evaluate existing goal and policies pertaining to their area of expertise;
- April 15, May 3 and June 7, 1993: Three Community Safety Commission study sessions on the transportation chapter;
- April 14 and May 12, 1993: Two Recreation and Community Services Commission study sessions on the recreation and community services, and resource management chapters; and
- May 4, 1995: Information presented in the Technical Background Report is updated to reflect changes in the City that have occurred since the last update of the Technical Background Report.

In addition, as part of the scoping of the Draft Master EIR, City staff conducted workshops with the City's Planning and Environment Commission (May 2, 1996) and the City Council (May 14, 1996). Additional workshops regarding the General Plan update were conducted with the Safety Commission (on July 1, 1996) and the Recreation Commission (on July 10, 1996).

I.F: Alternatives to the General Plan

This Final Master EIR includes an analysis of three alternatives in addition to the proposed General Plan. These alternatives include:

1. **The No Project Alternative:** Under this alternative, the City's currently adopted elements of the General Plan will remain in effect for the foreseeable future. This alternative is not realistic for several reasons: (a) the growth projections in the existing General Plan, particularly in the Land Use Element, are not consistent

with the adopted growth policies of the Southern California Association of Governments (SCAG) and, therefore, also inconsistent with the regional Air Quality management Plan; (b) there are internal inconsistencies between the various elements of the General Plan; and (c) the current General Plan needs to be updated to reflect legislation and guidelines enacted since the current elements were prepared in 1970. Moreover, the proposed update of the General Plan will provide a basis for the evaluation of future projects consistent with the General Plan, with the objective of "streamlining" the environmental review of future projects. Without the update of the Plan, the City will not have the adopted policies and criteria in-place to facilitate future environmental review.

2. **Modified General Plan (Land Use Element):** This alternative assumes a different growth rate for the City over the 1995-2020 period addressed in the General Plan and assessed in this Master EIR. The alternative would require additional and subsequent modifications to the regional growth projections adopted by SCAG and the SCAQMD. It is likely that this alternative would require additional mitigation measures to reduce the potential conflicts between the City's growth projections and those of the region.
3. **Modified General Plan Policies and Implementation Programs:** This alternative assumes the adoption of the proposed Land Use Policy Map but the deletion of many for the key proposed policies and implementation programs that related to environmental mitigation measures, standards and objectives. This alternative, therefore, is consistent with the regional growth projections of SCAG and the SCAQMD. However, this alternative would not include policies that would reduce environmental impacts of future development consistent with the General Plan's land use projections.

These alternatives are discussed in further detail in Section III.E of the Project Description and analyzed in depth in Section V, Alternatives to the Project, of this Final Master EIR.

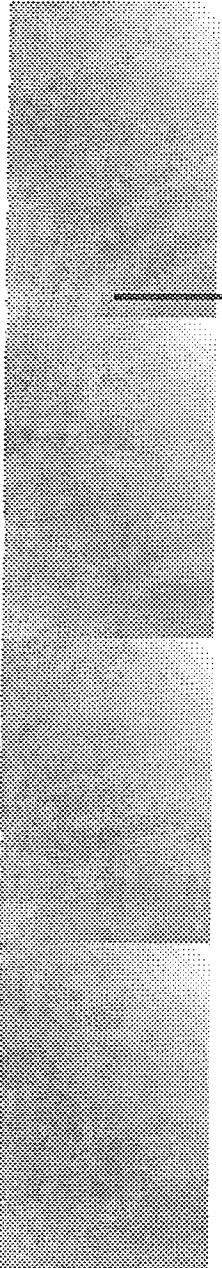
I.G: Final Master EIR Participants and Public Review

The analysis in this Final Master EIR has been prepared in conformance with the local and State CEQA Guidelines, as amended. Environmental consultation for the Final Master EIR has been provided by *Harland*

Bartholomew and Associates, Inc. (HBA) under contract to the City. As required by CEQA, the Draft Master EIR was sent to public agencies and private organizations for review and comment for a 45-day review period.

In addition, the Draft Master EIR was made available for review by interested parties not included in the City's distribution list. The Draft Master EIR was available for a 45-day public review period at: (a) the Community Development Department (5050 North Clark Avenue, Lakewood); and (b) at the Iacoboni County Public Library. Agencies and interested persons not involved in the preparation of the draft document had the opportunity to comment on the Draft Master EIR during the 45-day public review period and the public hearings held prior to final consideration of the adoption of the General Plan and certification of the Final Master EIR.

Changes in the text of the Final Master EIR to respond to comments raised during the review of the Draft Master EIR are noted by **strikeouts** (for deletions) and **redline** (for additions). Section VIII of this Final Master EIR provides a complete description of the comments received from responsible agencies and responses to each comment.



Section II

Executive Summary

General Plan Update
Final Master EIR

City of Lakewood

Section II Summary

II.A: Summary of the Project Description

The proposed project is the adoption of the City of Lakewood Updated General Plan. The current General Plan consists of elements prepared and adopted by the City over a period of several years; the most recent action by the City was the update of the Housing Element in 1994. The other current elements of the General Plan are as follows:

Land Use	Circulation
Open Space and Conservation	Safety
Seismic Safety	Recreation
Noise	Scenic Highways
Community Design	Public Facilities

The proposed update is the City's first comprehensive update of the General plan since 1970. The City proposes the General Plan to consist of the following ten elements:

Land Use	Open Space
Safety	Conservation
Noise	Air Quality
Housing	Circulation
Economic Development	Recreation and Community Services

The proposed General Plan's Land Use Element identifies the potential growth in the City for both residential and non-residential land uses. In total, the proposed changes to the Land Use Element, and the corresponding changes to the other elements of the General Plan, will result in the following:

Total Residential Build-out: The total number of potential (net) dwelling units is 1,149 units under the Draft General Plan update. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to 10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 75,124, would yield a total maximum population of 85,955 at build-out.

Total Commercial Build-out: Based on the City's existing city-wide commercial floor area ratio of 0.32:1.0, commercially zoned land could yield nearly 1,777,436 square feet of additional commercial space at build-out, resulting in a total of 6,100,069 square feet of commercial floor area, a 41.1% increase over current development in the City.

Industrial Build-out: The City currently has 802,212 square feet of industrial floor area on 92.77 acres. The potential build-out of industrial uses under the proposed Land Use Element is 4,274,194 square feet, an increase of 3,465,982 square feet over existing industrial development in the City.

The proposed Land Use Element would result in an increase in the City's population. The maximum projected population at build-out is 85,955, an increase of 10,831 above the City's existing population. Several changes in land uses for specific parcels and/or areas of the City are proposed. The intent of the changes is to have a land use designation consistent with

existing land uses on these parcels or sites.

II.B: Summary of Impacts and Mitigation Measures

The table on the following pages (Table II.1) provides a summary of impacts and mitigation measures discussed in detail in Section IV of this Master EIR. The potential environmental impacts of the proposed

General Plan update are summarized in the left column of the table; mitigation measures necessary to reduce potential impacts due to the project are summarized in the middle column of the table. The third column summarizes the status of impacts after the implementation of the recommended mitigation measures.

II.C: Summary of Alternatives

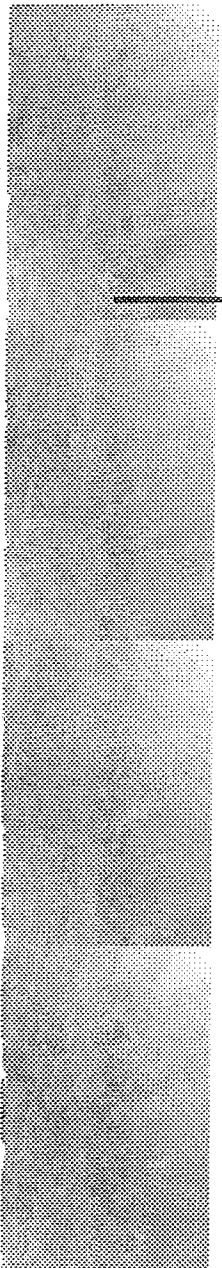
1. The No Project Alternative: Under this alternative, the City's currently adopted elements of the General Plan will remain in effect for the foreseeable future. This

alternative is not realistic for several reasons: (a) the growth projections in the existing General Plan, particularly in the Land Use Element, are not consistent with the adopted growth policies of the Southern California Association of Governments (SCAG) and, therefore, also inconsistent with the regional Air Quality management Plan; (b) there are internal inconsistencies between the various elements of the General Plan; and (c) the current General Plan needs to be updated to reflect legislation and guidelines enacted since the current elements were prepared in 1970. Moreover, the proposed update of the General Plan will provide a basis for the evaluation of future projects consistent with the General Plan, with the objective of "streamlining" the environmental review of future projects. Without the update of the Plan, the City will not have the adopted policies and criteria in-place to facilitate future environmental review.

2. Modified General Plan (Land Use Element): This alternative assumes a different growth rate for the City over the 1995-2020 period addressed in the General Plan and assessed in this Master EIR. The alternative would require additional and subsequent modifications to the regional growth projections adopted by SCAG and the SCAQMD. It is likely that this alternative would require additional mitigation measures to reduce the potential conflicts between the City's growth projections and those of the region.

3. Modified General Plan Policies: This alternative assumes the adoption of the proposed Land Use Policy Map but the retention of many of the existing goals, policies and objectives in the current General Plan element. This alternative, therefore, is consistent with the regional growth projections of SCAG and the SCAQMD. However, this alternative would not include policies that would reduce impacts of future development consistent with the General Plan's land use projections.

4. Environmentally Superior Alternative: Section 15126(d) of the California Environmental Quality Act Guidelines requires the identification of an "environmentally superior" alternative. The environmentally superior alternative is one that would generate the fewest environmental impacts. Of the three alternatives assessed in this Master EIR, the "environmentally superior" alternative is alternative land use plan (Alternative 2).



Section III

Project Description

General Plan Update
Final Master EIR

City of Lakewood

Section III Project Description

III.A: Project Location

III.A.1 Regional and Site Location

The City of Lakewood is located in the greater Los Angeles metropolitan area, approximately 20 miles southeast of the Los Angeles civic center. Lakewood, a fully urbanized city, is contiguous to the jurisdictions of Bellflower and Cerritos on the north, Cypress on the east, Hawaiian Gardens and Long Beach on the south, and Long Beach on the west.

The City of Lakewood's regional access is provided from several major and secondary arterials and Los Angeles' network of regional freeways. The north/south arterials --- Cherry Avenue, Paramount Boulevard, Downey Boulevard, Lakewood Boulevard, Bellflower Boulevard, Woodruff Avenue, Pioneer Boulevard, Norwalk Boulevard and Bloomfield Boulevard --- eventually connect with interchanges on the Artesia (State Route 91) and/or San Diego (I-405) Freeways. East/west access to the San Gabriel River (I-605) Freeway is provided by South Street, Del Amo Boulevard, and Carson Street. Access to the Long Beach (I-710) Freeway is available directly from Del Amo Boulevard.

II.A.2 Project Background

The proposed project is the adoption of an update of the City's General Plan, including the following elements: Land Use; Noise, Safety; Open Space, Conservation; Circulation; Recreation and Community Services; and Economic Development. Each element of the General Plan contains a description of existing conditions and needs, goals, objectives, policies and implementation programs to achieve the City's stated long-term objectives. The proposed land use policy map contained in the Draft Land Use Element and the proposed Circulation Plan contained in the Draft Circulation Element were prepared concurrently by Community Development Department staff to ensure their inter-relationship as well as to : (a) link future land uses in the City with the ability of the circulation system to effectively and safely move traffic in and through the City; and (b) retain the existing land use pattern in the City that has been in-place for more than 40 years.

In accordance with Government Code Section 65300, each California city is required to prepare and adopt a "comprehensive, long-term general plan for the physical development of the city." The general plan expresses community development goals and embodies public policy relating to future land development, integration of land uses, identification of safety issues (e.g., seismic safety planning), preservation of open space, and public services planning.

Pursuant to California Government Code Section 65302, the current Lakewood General Plan consists of the following seven mandated elements:

1. **Land Use** - This element designates the general location and distribution of land uses, including standards for population density and building intensity.
2. **Circulation** - This element focuses on the general location and extent of transportation facilities and public utilities. This element is closely correlated with the Land Use and Air Quality Elements.

3. **Housing** - The Housing Element addresses: existing and projected housing needs of all economic segments of this community; goals, policies, objectives and actions necessary to meet those needs; and adequate sites for housing. (This element is not part of the current revision. It was recently updated in accordance with State requirements.)
4. **Conservation** - The Conservation Element addresses the conservation of all natural resources.
5. **Open Space** - This element contains plans and programs for the preservation and managed production of natural resources, outdoor recreation, and public health and safety.
6. **Noise** - The Noise Element identifies noise levels and potential mitigation measures associated with transportation facilities, industrial uses and other stationary sources. Includes noise impacts of land use and the preparation of a community noise exposure inventory.
7. **Safety** - This element establishes policies and programs to protect the public from fires and geological hazards, as well as appraisal of all potential seismic, geologic and other community hazards.

In addition to the above-listed state-mandated elements, local agencies may address topics of local concern or interest in optional elements. Lakewood's current General Plan contains the following optional elements:

8. **Recreation and Community Services Element** - This element establishes policies and programs for the provision and preservation of the City's recreation and community services programs;
9. **Air Quality** - The Air Quality Element establishes policies and programs to improve and protect air quality by creating a balance between subregional jobs and housing, reducing commute times and trips, and managing parking in a more efficient manner.
10. **Economic Development** - This element establishes policies and programs for the retention and expansion of the City's economic base, including employment opportunities, retail uses and industrial sites in the City.

The proposed project is the adoption of an update of the City's currently adopted General Plan. The current General Plan consists of elements prepared and adopted by the City over a period of several years; the most recent action by the City was the update of the Housing Element in 1994. The other current elements of the General Plan are as follows:

Land Use	Circulation
Open Space and Conservation	Safety
Seismic Safety	Recreation
Noise	Scenic Highways
Community Design	Public Facilities

The proposed update is the City's first comprehensive update of the General plan since 1970. The City proposes the General Plan to consist of the following ten elements:

Land Use	Housing	Circulation
Safety	Open Space	Conservation
Noise	Air Quality	Economic Development
	Recreation and Community Services	

The proposed General Plan's Land Use Element identifies the potential growth in the City for both residential and non-residential land uses. In total, the proposed changes to the Land Use Element, and the corresponding changes to the other elements of the General Plan, will result in the following:

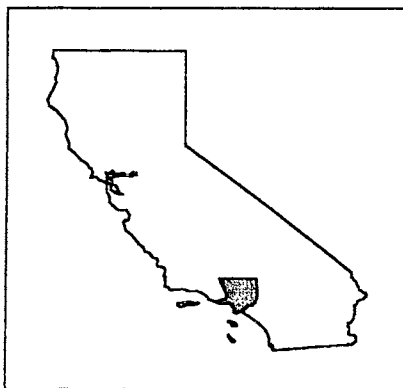
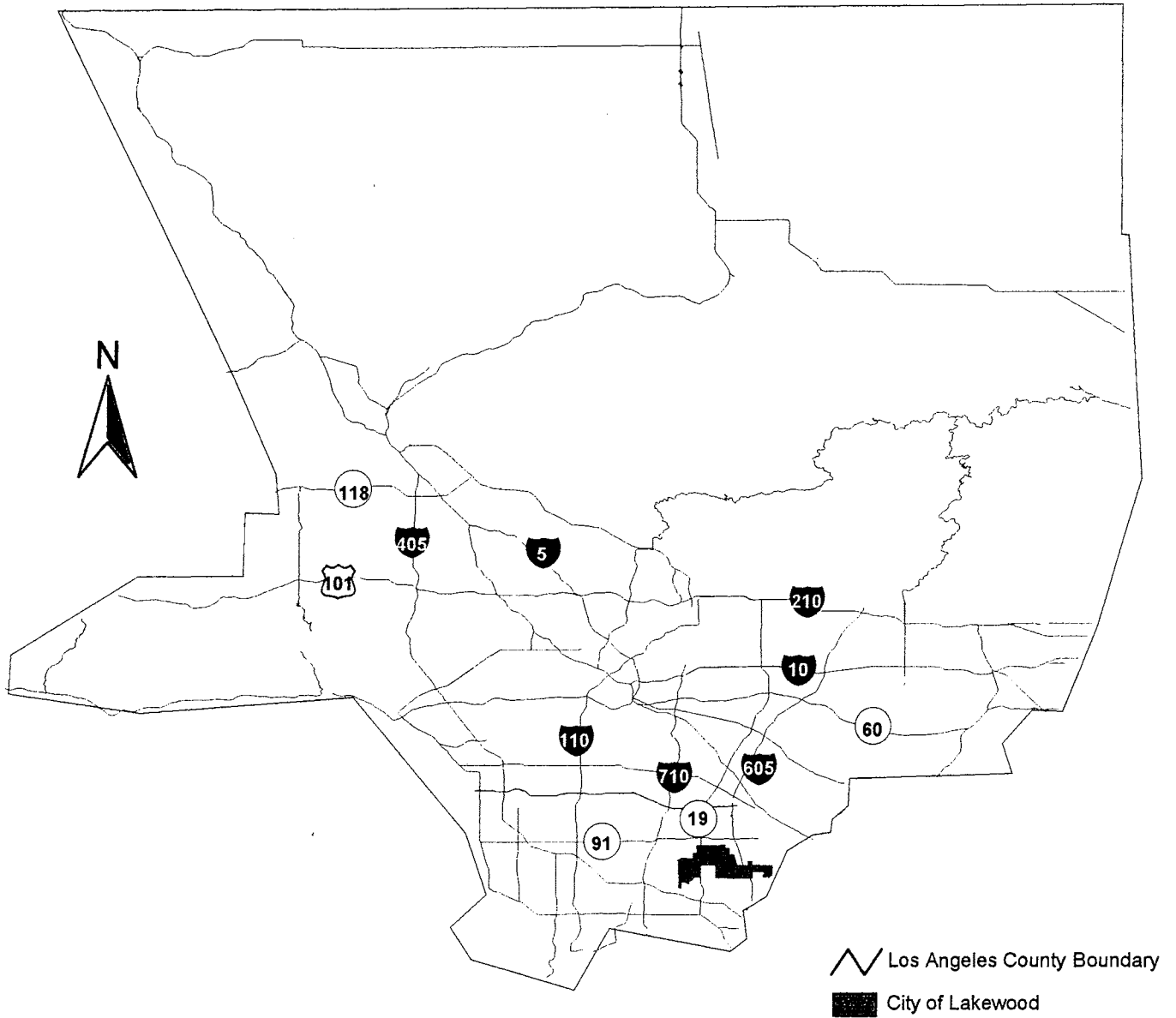
Total Residential Build-out: The total potential increase in dwelling units is 1,149 units. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to 10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 75,124 (Calif. Dept. of Finance; 1995), would yield a total maximum population of 85,955 at build-out.

Total Commercial Build-out: The City has 4,322,633 square feet of commercial uses on 330.78 acres. Based on the City's existing city-wide commercial floor area ratio of 0.32:1.0, commercially zoned land could yield nearly 1,777,436 square feet of additional commercial space at build-out, resulting in a total of 6,100,069 square feet of commercial floor area, a 41.1% increase over current development in the City.

Industrial Build-out: The City currently has 802,212 square feet of industrial floor area on 92.77 acres. The potential build-out of industrial uses under the proposed Land Use Element is 4,274,194 square feet, an increase of 3,465,982 square feet over existing industrial development in the City.

The population in the City of Lakewood (74,074 in 1994 and 75,124 in 1995, according to the California Department of Finance) is projected to increase to 85,955 (in 1,149 additional housing units) in the year 2020 under the maximum build-out assumptions in the Draft Land Use Element of the updated General Plan. The projected build-out population is consistent with the regional growth projections of the Southern California Association of Governments (SCAG) and other regional planning agencies (such as the South Coast Air Quality Management District). The update of the City's currently adopted Housing Element is not part of this proposed update of the General Plan. The current Housing Element was last updated in June 1990 and amended, pursuant to changes in State law, in January 1994. In both instances the City's Housing Element was reviewed and found to be adequate by the State Department of Housing and Community Development and is currently in compliance with State law. Per Section 65588(e) of the Government Code, local governments, including Lakewood, which are located within the regional jurisdiction of the Southern California Association of Governments (SCAG), have until June 30, 1996 to review and revise their housing elements. However, because of the economic recession, the State, beginning with its fiscal year 1992-93 budget the State temporarily discontinued such funding. Consequently, SCAG will not be producing housing needs estimates for the region and local governments will not have the "fair share" housing need allocations needed to revise their housing elements. State legislation (SB 1073 - Costa) was recently approved by the State Legislature and signed by the Governor extending the deadline for reviewing and revising housing elements for the SCAG region to June 30, 1998. However, there are no allocations in the State's proposed budget for the next fiscal year to fund statewide and regional housing needs assessments. If the State fails to fund such assessments again this fiscal year, it is doubtful that "fair share" numbers will be available for local governments in time for the 1998 update. Since the State has put a high emphasis on the housing element and its contents in the past this General Plan is organized with the Housing Element as a separate document incorporated by reference. No changes to the City's Housing

LOS ANGELES COUNTY

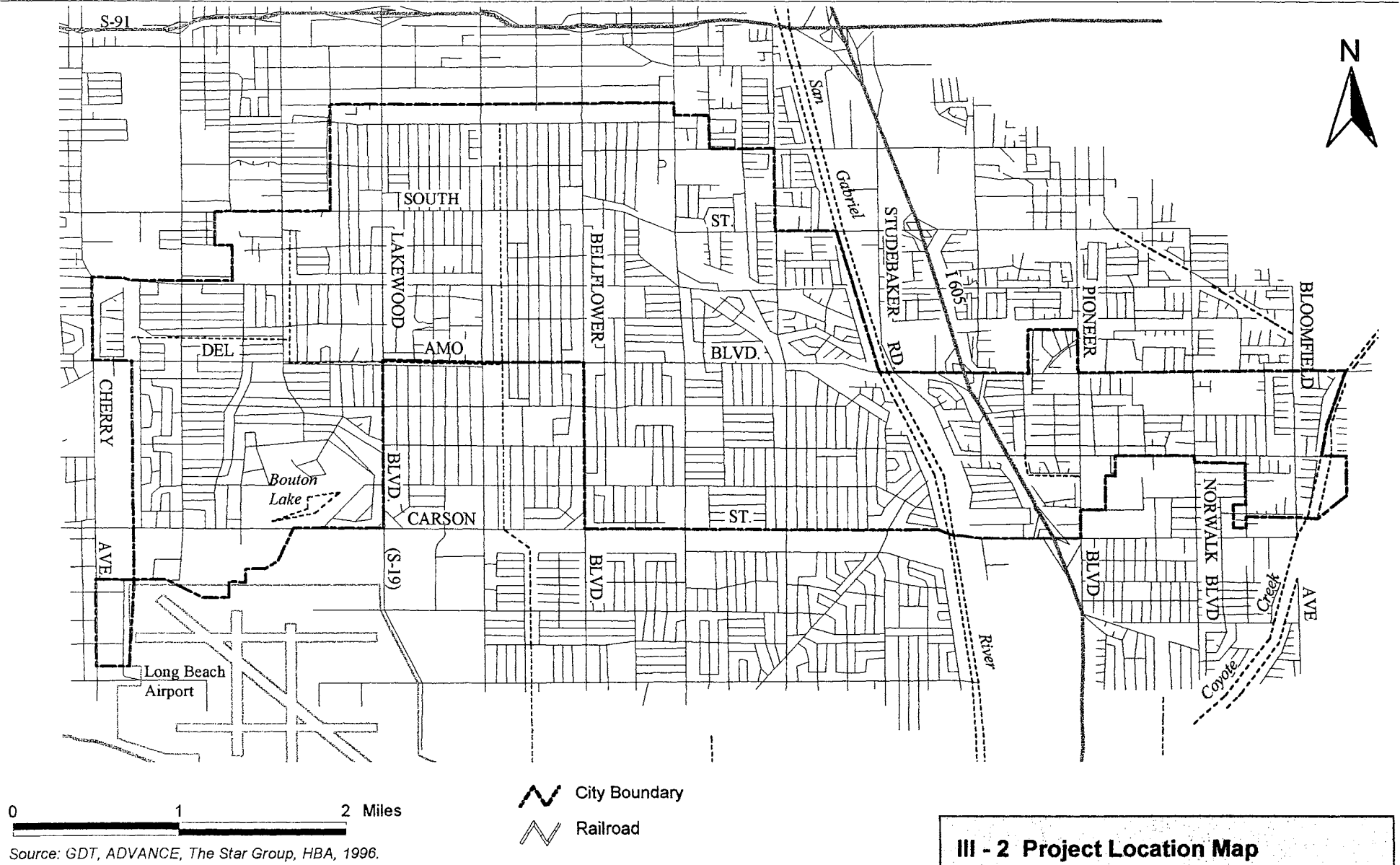


Source: GDT, ADVANCE, The Star Group, 1996.

0 10 20 30 Miles

III - 1 Regional Location Map

III. Project Location



III. Project Description

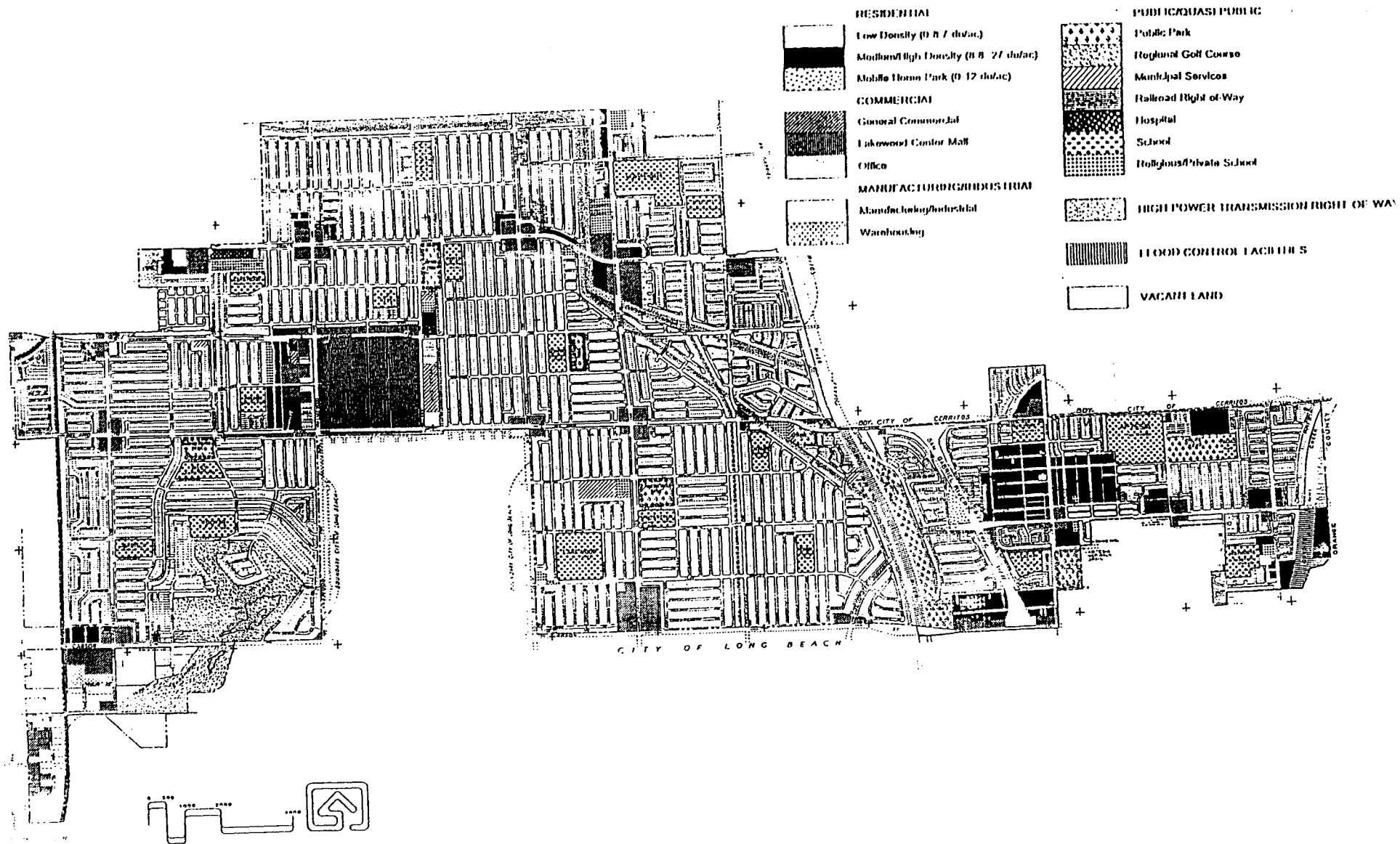


Figure III-3: Draft Land Use Policy Map

Element are proposed.

III.B: Project Characteristics

III.B.1 Goals and Objectives of the General Plan

Beginning in 1990, City of Lakewood Community Development Department staff and an in-house contract planner began the collection and data assimilation process for a comprehensive update to the City's existing General Plan. Public meetings were held and comments were solicited from residents, public agencies, and utility providers. In addition, City facilities and services were inventoried and census data was analyzed for input into the General Plan and accompanying background reports.

In accordance with Government Code Section 65300, each California city is required to prepare and adopt a "comprehensive, long-term general plan for the physical development of the city." The general plan expresses community development goals and embodies public policy relating to future land development, integration of land uses, identification of safety issues (e.g., seismic safety planning), preservation of open space, and public services planning.

Government Code Section 65300.5 requires, "...the general plan and elements and parts thereof (to be) integrated, and internally consistent and compatible...." Each general plan element is required to be internally consistent and non-contradictory with any other general plan element. If a general plan is incomplete, or there are inconsistencies among the elements, efficient long-term planning is hampered.

State law also requires a city's general plan to be consistent with its adopted zoning ordinance. Conversely, zoning classifications, density ranges, permitted uses, and development standards must also coincide with information set forth in the general plan. The required contents of the general plan are specified in state law. However, Government Code Section 65301(a) provides that the general plan may be adopted in any format deemed appropriate by the legislative body.

Regardless of its format, a general plan must address all required topic areas to the extent they are locally relevant. Typically, the general plan's elements address issues, opportunities, goals, objectives, policies, and implementation programs. This information is contained in Volume II of the Lakewood General Plan. Pursuant to the State General Plan Guidelines (Government Code Section 65300, et seq.), applicable general plan terms include:

Needs - Needs are important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's goals, objectives, policies, plan proposals, and implementation measures. There are local, regional, and state needs. An example of a local need is the maintenance and rehabilitation of existing single-family housing stock.

Opportunities - The potential benefit of opportunities should be identified early in the general plan revision process. Opportunities can have a major effect on the development and selection of the general plan's goals, objectives, policies, and proposals. A plausible example of an opportunity for the City of Lakewood is the light rail project currently under construction and adjacent to the City's municipal boundaries.

Goals - A goal is a direction setter. It is an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature.

Objective - An objective is a specific end, condition, or state that is an intermediate step toward attaining a goal. It may only pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.

Policy - A policy is a specific statement that guides decision making. It indicates a clear commitment of the local legislative body. A policy is based on a general plan's goals and objectives as well as the analysis of data. A policy is effectuated by implementation measures. Consequently, a realistic policy is one that is adopted by local legislators who are mindful of a general plan's implementation programs.

Implementation Measure - An implementation measure is an action, procedure, program, or technique that carries out a general plan policy.

The currently adopted Lakewood 1990 General Plan (adopted in 1970) included a Statement of Goals for charting Lakewood's course for the future. The proposed update of the General Plan continues the City's long-standing goals for the future development of the City. The City's statement of goals are as follows:

- To improve the present level of residential development, preserving the predominantly single-family character of the community by providing for the controlled development of a variety of housing types to accommodate the various age and income groups which will make up the City's future population.
- To improve the environmental quality of Lakewood through the encouragement of beautification, creative design, and increased attention to aesthetic values in both the public and private sectors.
- To create and maintain a healthy economic environment within the City and assist new businesses and industry to locate in the community.
- To provide balanced recreational programs to serve effectively a population with varied ages, characteristics, needs and interests.
- To create an environment which will provide a variety of cultural, educational, and social experience and to encourage the individual to take advantage of the opportunities thus provided.
- To develop inter-governmental planning and cooperation with regional and adjacent areas to coordinate and achieve common goals.
- To develop a comprehensive plan of finance, designed to make sound and effective use of available fiscal resources in providing for the projected capital improvement needs and current service requirements of the City.
- To achieve greater urban diversity for Lakewood with respect to the height of buildings, styles of architecture, types of businesses and personal services, cultural and recreational facilities and other amenities which will distinguish and enhance the character of the City.
- To provide public services and facilities for the entire community on an increasing level.
- To develop a circulation and transportation system which will provide for the safe and

convenient movement of people and goods within the City, and between the City and other parts of the region.

- To encourage citizen participation in community activities and promote involvement in City affairs.

III.C: Related Projects

The potential build-out of the City of Lakewood could, in conjunction with projects in the surrounding area, result in cumulative impacts; a full assessment of

potential cumulative impacts is provided in Section VI of this Master EIR. Related projects, based on information gathered from the City of Lakewood and adjoining jurisdictions, are described in Table III.1.

Table III.1: Related Projects

Related Project	General Location	Project Characteristics	Status	Schedule
<i>Adult Sports Complex</i>	El Dorado Regional Park, City of Long Beach	39 acres	Subsequent EIR	
<i>El Dorado Shooting Range</i>	El Dorado Regional Park, City of Long Beach	340,000 sq. ft., 14 - 16 acres	Development Agreement approved (1994)	Under Development
<i>"605" Power Center</i>	former Long Beach Naval Station and Hospital, City of Long Beach	250,700 sq. ft. discount retail; 131,600 sq. ft. home improvement retail; 91,600 sq. ft. of community retail; and 142,000 sq. ft. of cineplex/entertainment uses = 615,900 sq. ft. retail uses on 70 acres approximately 400,000 sq. ft. of additional retail uses on an adjacent 30± acres.	Project Approved and Final EIR certified	1997-98
<i>Senior Citizen Housing Development</i>	Carmenita Ave. and South Street, City of Cerritos	150 "for sale" units for low-income families;	in planning stage	1998
<i>Single Family Homes</i>	166th Street and Shoemaker, City of Cerritos	60 s.f. homes (to be built in three phases)	Under development	first phase occupied; second and third phases estimated to be completed in fall, 1996
<i>Grocery Store/Retail Center</i>	Cherry & Del Amo (former drive-thru theater), City of Long Beach	Grocery Store, associated retail stores	Conceptual Phase	

Related Project	General Location	Project Characteristics	Status	Schedule
<i>North Long Beach Redevelopment Area</i>	Northern Long Beach, City of Long Beach	Revitalization of existing commercial and residential development	To be approved by City Council July 1996	1996
<i>East Flank of Hilltop Development</i>	Hathaway & Obispo Avenues, City of Long Beach	a mix of 260 single and multi-family dwelling units	in planning stage	Fall 1997-2001
<i>Source: City of Long Beach; City of Bellflower; City of Cerritos; City of La Palma; City of Hawaiian Gardens; City of Signal Hill, City of Paramount.</i>				

III.D: Relationship to Regional and Local Plans

The proposed General Plan update seeks to achieve these state-mandates. Specifically, the General Plan addresses the relationship between the City of Lakewood and long-range plans of other agencies relevant to the

City. The following discusses this relationship.

1. Regional Plans: During the past decade, California's problems and their solutions have become regional in nature. Problems such as poor air quality, traffic congestion, and decreasing landfill capacity do not stop at municipal boundaries. Federal, State, and regional mandates which directly affect the City of Lakewood include:

- The Congestion Management Program - California voters approved Proposition 111 on June 5, 1990. Prop. 111 authorized the imposition of a nine cent per gallon gas tax to fund statewide transportation improvements
- Integrated Waste Management - The Integrated Waste Management Act (AB 939) of 1989 was passed by the legislature to address the state's increasing volume of generated solid waste, diminishing landfill capacity, and the potential adverse environmental impacts from land filling.
- Air Quality - To achieve both federal and state standards, regional agencies and the Southern California Association of Governments (SCAG) adopted a revised Air Quality Management Plan (AQMP). The AQMP contains 20-year emission goals and, among other things, requires cities and counties to adopt an air quality element in their general plans or provide other regulations.

SCAG has identified the following policies from the Growth Management Chapter (GMC) of the *Regional Comprehensive Plan and Guide* (RCPG) that are particularly applicable to the City's proposed General Plan update. After each SCAG policy, the relevant Lakewood General Plan policy is referenced to demonstrate the City's relationship to regional planning efforts:

- The population, housing and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases.
- The timing, financing and location of public facilities, utility systems shall be used by SCAG to implement the region's growth policies.

- Encourage local jurisdictions' efforts to achieve balance between the types of jobs they seek to attract and housing prices.
- Encourage patterns of urban development and land use which reduce the costs of infrastructure construction and make better use of existing facilities.
- Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.
- Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.
- Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.
- Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.
- Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.
- Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- Encourage development in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
- Support and encourage settlement patterns which contain a range of urban densities.
- Encourage planned development in locations least likely to cause adverse environmental impacts.
- Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.
- Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

- Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.
- Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.
- Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.
- Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational services, law enforcement and fire protection.

SCAG's adopted *Regional Mobility Element* (RME) also has policies relevant to the proposed General Plan Update. The RME links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of the RME that are reflected in the City's proposed update of the Circulation Element update are the following:

- Promote TDM programs along with transit and ride-sharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.
- Support the development of public seed funding for new and innovative demonstration programs.
- Support the extension of TDM program implementation to non-commute trips for public and private sector activities.
- Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.
- Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.
- Support efforts to educate the public on the effects of demand management strategies and increase the use of alternative transportation.
- Necessary steps to develop and implement arterial HOV facilities in support of transit and ride-share activities shall be initiated.
- Necessary steps to develop and implement Smart Corridors and Smart Streets to achieve regional mobility objectives shall be initiated.
- Expanded transportation system management by local jurisdictions will be

encouraged.

- The development and application of management systems by local jurisdiction as a means of optimizing the expenditure of scarce maintenance, operating, and capital funds should be supported.
- New transportation infrastructure will incorporate advanced system technologies, where appropriate.
- TSM activities throughout the region shall be coordinated among jurisdictions.
- Methods to improve safety and reduce incidents on the regional transportation system will be considered.
- The development of the regional transportation system should include a non-motorized transportation system that provides an effective alternative to auto travel for appropriate trips.
- Through the environmental document review process, ensure that plans at the local levels of government (regional, air basin, county, subregional, and local) consider land use, transportation and economic relationships to ensure consistency and minimize conflicts.
- Accessibility to and on transit (bus terminals, rail stations, Park-And-Ride lots), where there is demand and where transit boarding time will not be significantly delayed.
- Maintenance of safe, convenient, and continuous non-motorized travel during and after the construction of transportation and general development projects. Existing bikeways and pedestrian walkways should not be removed without mitigation that is as effective as the original facility.
- Entities and programs that currently support the auto should be encouraged to provide the same types of services for non-motorized transportation, including education, promotion and enforcement.
- Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.
- Growth in the demand for goods movement will be accommodated through the provision of adequate multi-modal and intermodal infrastructure that is consistent with overall regional goals, objectives, and policies.
- Demand for increased goods movement will be given consideration in corridors where system components and gap closure projects are being planned.
- Planning to accommodate multi-modal and inter-modal goods movement shall be an integral part of the land use and circulation elements of local government general plans.
- Local governments shall consider requiring off-street dock facilities for all new buildings and for existing buildings that are approved for extensive renovation; the

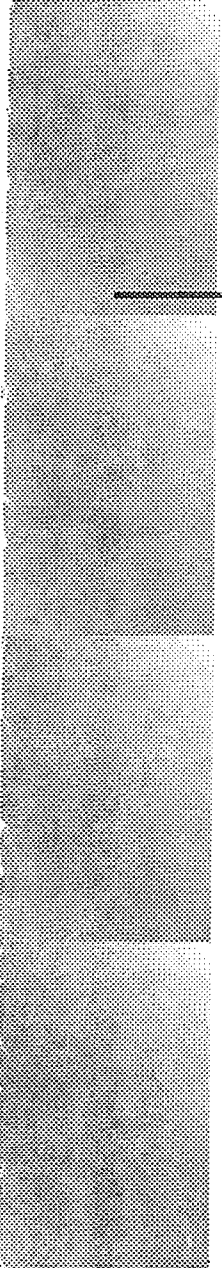
facilities should be sufficient to accommodate the shipping and receiving needs of such buildings.

2. **Local Plans:** At the local level, the Lakewood City Council adopted the City of Lakewood Water Resource Management Plan on March 13, 1990. The Plan sets the City's goals in regard to its water supply. Key elements in the Plan, including policies and related activities for the preservation of local groundwater supplies, have been reflected in the recommendations of the Draft General Plan update.

III.E: Alternatives Description

The following three (3) alternatives to the proposed General Plan update are evaluated in this Draft Master EIR:

1. **The No Project Alternative:** Under this alternative, the City's currently adopted elements of the General Plan will remain in effect for the foreseeable future. This alternative is not realistic for several reasons: (a) the growth projections in the existing General Plan, particularly in the Land Use Element, are not consistent with the adopted growth policies of the Southern California Association of Governments (SCAG) and, therefore, also inconsistent with the regional Air Quality management Plan; (b) there are internal inconsistencies between the various elements of the General Plan; and (c) the current General Plan needs to be updated to reflect legislation and guidelines enacted since the current elements were prepared in 1970. Moreover, the proposed update of the General Plan will provide a basis for the evaluation of future projects consistent with the General Plan, with the objective of "streamlining" the environmental review of future projects. Without the update of the Plan, the City will not have the adopted policies and criteria in-place to facilitate future environmental review.
2. **Modified General Plan (Land Use Element):** This alternative assumes a different growth rate for the City over the 1995-2020 period addressed in the General Plan and assessed in this Master EIR. The alternative would require additional and subsequent modifications to the regional growth projections adopted by SCAG and the SCAQMD. It is likely that this alternative would require additional mitigation measures to reduce the potential conflicts between the City's growth projections and those of the region.
3. **Modified General Plan Policies and Implementation Programs:** This alternative assumes the adoption of the proposed Land Use Policy Map but the deletion of many for the proposed policies and implementation programs in the General Plan update. This alternative, therefore, while consistent with the regional growth projections of SCAG and the SCAQMD would not include policies and implementation programs that would reduce environmental impacts of future development consistent with the General Plan's land use projections.



Section IV

Environmental Setting, Impacts and Mitigation Measures

General Plan Update
Final Master EIR

City of Lakewood

Section IV

Environmental Setting, Environmental Impact Analysis and Mitigation Measures

The environmental setting, impacts and mitigation section of the Draft Master EIR assesses the potential beneficial and adverse impacts of the proposed General Plan update in the following eight (8) areas identified by the City in their Initial Study:

Land Use
Population

Circulation
Housing

Air Quality
Public Services

Noise
Earth Resources

Analysis of each of these environmental issues is organized within the following five subsections:

- Environmental Setting: A description of existing environmental conditions, prior to implementation envisioned in the General Plan, and a discussion of the policy and technical background necessary for analysis of potential impacts.
- Significance Criteria: The thresholds by which the General Plan and subsequent implementation projects are measured to determine if a project will cause a substantial, or potentially substantial adverse change in the existing environmental conditions.
- Environmental Impact: An analysis of the beneficial and adverse effects of the proposed General Plan update including, where appropriate, assessments of the significance of potential adverse impacts relative to established criteria and thresholds (relative to existing conditions per CEQA).
- Mitigation Measures: Wherever significant adverse impacts relative to existing conditions have been identified under the preceding environmental impact section, appropriate and reasonable measures are recommended to minimize impacts.
- Impacts After Mitigation Measures: The impacts of the proposed General Plan update which would remain following the implementation of the proposed mitigation measures.

IV.A: Land Use**IV.A.1 Environmental Setting**

The following section includes a brief description of the land uses within the City of Lakewood. More detailed descriptions are contained in the Technical Background Report of the General Plan update program (on file with the City Community Development Department, as identified in Section I.B of this Master EIR). This summary of the data found in this document is hereby incorporated by reference.

Existing Land Use

The City of Lakewood encompasses 6,106.76 acres (9.5 square miles). Lakewood's land uses include: residential, commercial, industrial-manufacturing, warehousing, public/quasi-public uses (municipal services, parks, hospitals, schools and churches, railroad right-of-way, and a regional golf course) electrical transmission line easement right-of-ways, and streets. Table IV.A.1 depicts citywide land uses by type and acreage for the years 1969 and 1994. Table IV.A.2 depicts citywide land uses by zone with accompanying acreage for 1994. Figure IV.A.1 "Existing Land Use Patterns, 1994" displays Lakewood's physical land use patterns.

Lakewood's predominant land use is residential. Of the City's total land area in 1994, 51 percent (3114.82 acres) was occupied with residential land uses; 6.1 percent (375.57 acres) was devoted to commercial land uses; 1.5 percent (92.83 acres) was utilized for manufacturing/industrial land uses; 13.3 percent (813.35 acres) was occupied by public/quasi-public uses; 1.3 percent (79.11 acres) was used exclusively for power transmission lines; 1.4 percent (82.70 acres) was used for flood control right-of-way; and finally, 24.0 percent (1,465 acres) was used for streets and freeways.

The City of Lakewood is essentially a built-out community with only 0.5 percent (32.33 acres) of its total area being vacant in 1994.

Residential

As Table IV.A.1 indicates, a majority (51 percent) of the City's total land area is developed with residential land uses. Table IV.A.2 displays the composition of residential structures in the City by type. According to January 1990 Census data, there was a total of 26,795 residential units in Lakewood. This total dwelling figure includes 125 "other" dwelling units (boats, cars, SRO's, vans, etc.) not counted in previous Census years.¹ As Table IV.A.3 indicates, Lakewood gained 426 net units between 1980 and 1990. It should be noted this "total unit" gain is a "net" figure. During this time period, 40 single-family dwellings, one duplex, and 45 mobile homes (a total of 87 dwelling units) were demolished or removed from the City's housing inventory. Between 1980 and 1990, these 87 units were replaced and 426 units were added, for a total number of 513 newly-constructed units. Due to changes in inventory methods by the Bureau of the Census, another 125 housing units in the "Other" category were added to the City's housing inventory for 1990. Consequently, between 1980 and 1990, 551 "net" new housing units were added to the City's housing inventory.

¹ Total dwelling units counted in the 1990 Census included 125 "Other" types (cars, vans, boats) of dwelling units not previously counted in 1980. The 1990 Census counted a total of 26,795 housing units.

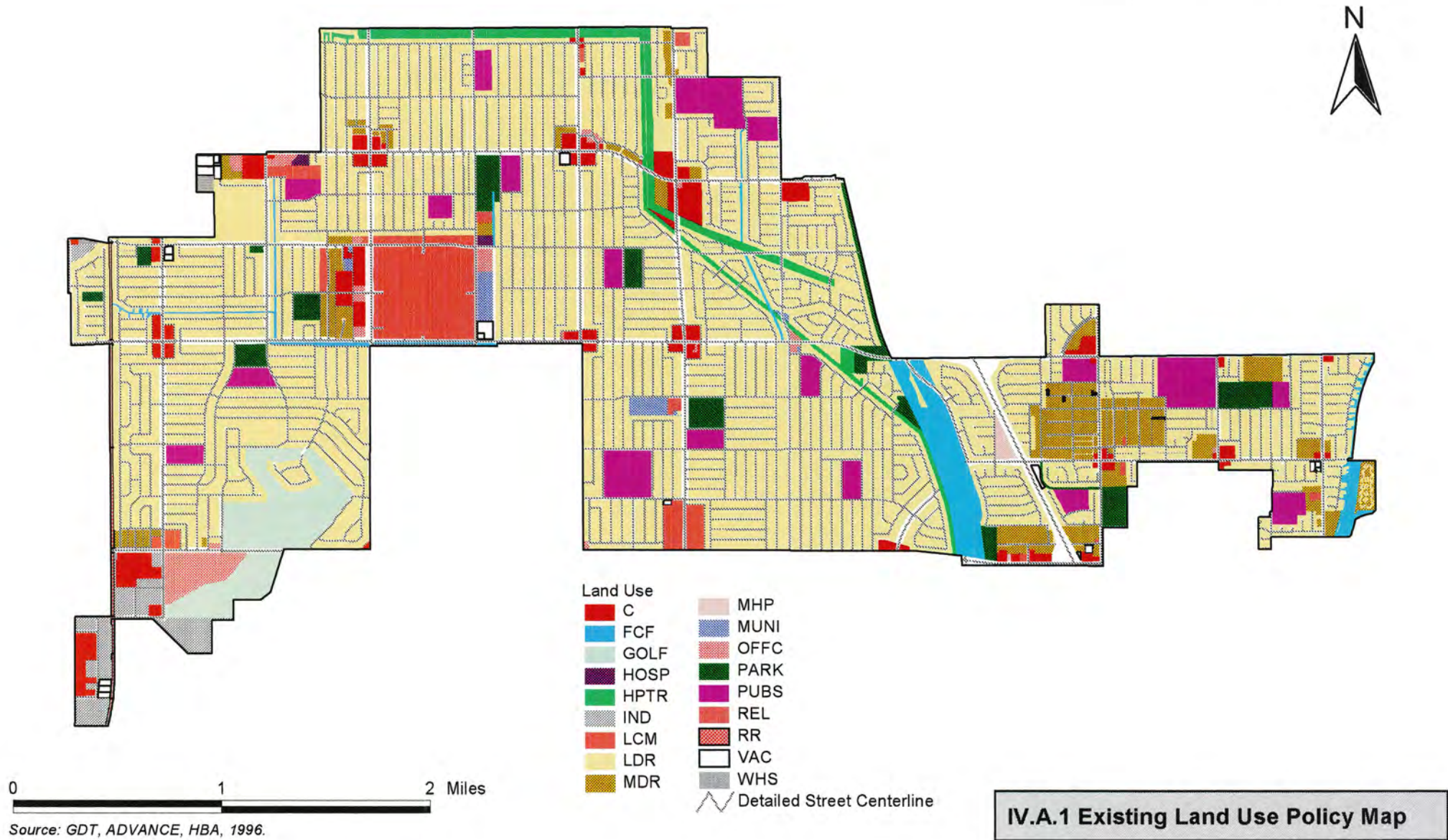


Table IV.A.1: Existing Land Uses (1969 and 1994)

Land Use	1969		Land Use Changes: 1990 to 1994 (net acres)	1994	
	Acres	Percent of Total Area		Acres	Percent of Total Area
AGRICULTURE	9.50	0.16%	+34.73(1)	44.23	0.72%
RESIDENTIAL	3082.00	50.7%	+32.82(2)	3114.82	51.01%
Single Family	2913.90	47.9%		2906.54	47.6%
Multiple Family	168.10	2.8%		200.38	3.3%
Mobile Home Park	0.00	0.0%		7.90	0.1%
COMMERCIAL	329.40	5.42%	+46.17(3)	375.57	6.15%
General Commercial	63.90	1.1%	+109.06	172.96	2.8%
Lakewood Center Mall	265.50	4.4%		164.00	2.7%
Banks and Offices				38.61	0.6%
MANUFACTURING	98.40	1.62%	-5.57	92.83	1.52%
Manufacturing				78.96	1.3%
Warehousing				13.87	0.2%
PUBLIC/QUASI PUBLIC	616.00	10.13%	+197.35(4)	813.35	13.32%
Parks	85.50	1.4%	+118.95	204.45	3.3%
Regional Golf Course	171.30	2.8%		171.30	2.8%
Municipal Services	50.10	0.8%	-8.59	41.51	0.7%
Railroad Right-of-Way				44.64	0.7%
Hospitals				7.54	0.1%
Public Education Uses	309.10	5.1%	13.54	295.56	4.8%
Religious/Private Education	47.90	0.8%	+0.45	48.35	0.8%
ELECTRIC TRANSMISSION ROW	158.50	2.61%	-79.39(5)	79.11	1.30%
Used for Park Purposes			-35.16		
Used for Community Garden			-2.90		
Used for Commercial/Agricultural Uses		0.0%	-41.33		
FLOOD CONTROL ROW	0.00	0.0%	82.70(6)	82.70	1.35%
STREETS & FREEWAYS	1465.00	24.09%	0.00	1465.00	23.99%
ANNEXATIONS					
New Street Area, Annex.#44	--	--	+6.82	6.82	0.11%
VACANT LAND	240.90	3.96%	-208.57	32.33	0.53%
OTHER	81.70	1.34%	-81.70	0.00	0.00
TOTAL LAND AREA	6081.40	100.0%	+25.36	6106.76	100.0%

Source: 1969 Data: Land Use Inventory prepared for the 1990 General Plan, August, 1971.

1992 Data: Field Investigations conducted during 1991/92, building permit, and assessor files.

Notes:

(1) Agricultural uses in 1992 consisted of 44.23 acres: commercial nurseries (41.33 acres) and the Lakewood Community Gardens (2.9 acres). All of these agricultural uses are located within the SCE electric transmission right-of-way easement area.

(2) Acreage for mobile home parks was not inventoried in 1969.

(3) Acreage for the Lakewood Center Mall, banks and offices was not inventoried in 1969.

(4) Acreage for railroad right-of-way and hospitals was not inventoried in 1969.

(5) The actual acreage for electric transmission right-of-way has remained unchanged since 1969.

However, 79.39 acres were used for agricultural and park purposes in 1969.

(6) In 1969, flood control acreage inventoried did not include the San Gabriel River.

Single-Family Residential Land Use

During the 1940's and 1950's, builders constructed affordable single-family homes in Lakewood which sold for nothing down and \$50 a month under the GI bill. It is reported that during this time, housing tracts were built as fast as the land could be harvested of its current crop. Between 1949 and 1951, it is estimated 17,000 homes were built in the Lakewood area.

Incorporated in 1954, Lakewood's founders established policies and regulations designed to protect and enhance the City's unique residential character. As a result, present day Lakewood residents continue to have convenient access to centrally-located schools, parks, shopping areas, and area freeways. Lakewood of the 1990's has maintained its long-held reputation as a "safe, clean, and well-planned" residential community.

Table IV.A.2: Dwelling Units (1980 and 1990)

Dwelling Unit Type	1980 Total Units	1990 Total Units	1980-1990 Change in Total Units (a)
Single-Family (Detached)	22,153 (84.5%)	22,113 (82.9%)	-40 (-.16%)
Single-Family (Attached)	499 (1.9%)	598 (2.2%)	+99 (+19.8%)
Duplex	99 (.4%)	97 (.4%)	-2 (-2%)
Multi-Family (3 - 4 units)	211 (.8%)	314 (1.2%)	+103 (+48.8%)
Multi-Family (5 or more units)	3,138 (12%)	3,449 (12.9%)	+311 (+9.9%)
Mobile Homes/ Trailers	144 (.5%)	99 (.4%)	-45 (-31.3%)
Subtotal	26,244	26,670	+426 (+1.6%)
Other (b)	---	125	+125
TOTAL (c)	26,244	26,795	+551 (+2.1%)

Notes:

(a) Data indicated is for total dwelling units.

(b) Total dwelling units counted in the 1990 Census included 125 "Other" types (cars, vans, boats) of dwelling units not previously counted in 1980. The 1990 Census counted a total of 26,795 housing units. However, in order to facilitate an accurate comparison between 1980 and 1990, "Other" housing units are shown separately on this table.

(c) The figure indicated for "Total Units" represents a net unit figure. Between 1980 and 1990, 40 single-family dwellings, one duplex, and 45 mobile homes were demolished or removed from the City's housing inventory. Between 1980 and 1990, these 87 units were replaced, in addition to the added construction of 426 net units, for a total number of 513 newly constructed units. Due to changes in inventory methods by the Bureau of the Census, another 125 housing units in the "Other" category were added to the City's housing stock for a total increase from 1980-1990 for 551 housing units.

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

According to 1990 Census data, there were 22,113 single-family residences in Lakewood. During 1992, construction began on the 184-unit Westgate single-family residential project. Overall, in 1992, there were 22,297 single-family dwelling units (including a built-out 184-unit Westgate project) on 2,906.54 acres. The average citywide density for single-family residential land uses in Lakewood in 1992 was seven dwelling units to the acre. Assuming each of these single-family dwelling units has 2.81 persons per household (according to the 1990 Census) approximately 62,654 persons (81.6 percent of the City's total population [73,557]) reside in single-family homes in Lakewood.

Single-Family Floor Area Ratio (F.A.R.) - In 1991, the City of Lakewood established a maximum .55:1.0 F.A.R. (Floor Area Ratio) standard for single-family residential land uses.

("Floor Area Ratio" is defined as the total floor area of the main building measured from the outer portion of the exterior walls used for living purposes divided by the lot area, with the exception that stairwells may be subtracted from said total floor area.)

Single-Family Lot Coverage - In 1991, the City of Lakewood established a maximum forty-five percent (45 percent) lot coverage standard for single-family land uses. ("Lot Coverage" is defined as the lot area covered by the first floor areas of the main building, and all accessory structures, excluding patios and porches under cover which are totally unobstructed on all sides except where enclosed by the walls of the main building.)

Multiple-Family Residential Land Use

As Table IV.A.2 indicates, during the past decade, the majority of new multiple-family units (311 units) were built in complexes containing five units or more. It should be noted that housing units in the "three or four unit" category had the highest rate of increase, 48.8 percent (103 units).

Included in Lakewood's multiple-family housing stock are 280 senior units. In 1992, the City had two senior housing projects: Candlewood Park Apartments, 4051 Candlewood Street (80 units), and Heritage Park Apartments (Seasons I), 3200 South Street (200 units). Seasons II (85 units) is currently under construction on Bloomfield Avenue.

According to 1990 Census data, there were 3,860 multiple-family dwelling units situated on 200.38 acres in the City of Lakewood. Based on Census data, the average density for Lakewood's multiple family units is 22 dwelling units to the acre. Using the 2.81 persons per household figure (1990 Census), approximately 10,846 persons (14.7 percent of the City's population) lived in multiple-family residences in Lakewood during 1990.

Mobile Home Land Use

The third type of residential land use in Lakewood is the mobile home park. There are two mobile home parks in the City: Los Amigos Mobile Estates, 20806 Gridley Road (7.42 acres), and Spring Trailer Park, 11433 Carson Street (.48 acres). According to the 1990 Census, these two mobile home parks contain a total of 99 mobile home units.

The City's mobile home parks are situated in the mobile home park (MHP) zone. Mobile home parks are an integral part of the City's residential composition as they typically provide an important source of affordable housing for elderly, disabled, and low-income persons.

Since 1980, 45 mobile homes have been removed from the City's housing stock inventory. According to the 1990 Census, there was a total of 99 mobile homes in the City of Lakewood. Based on 2.81 persons per household, it is estimated 278 persons (.4 percent of the total population) live in mobile homes in the City of Lakewood. It should be noted that in 1989 the City's count for mobile homes, located in mobile home parks, was 106.

Other Residential Land Uses

The 1990 Census counted 125 "Other" (boats, cars, SRO's, vans) dwelling units not previously counted in other Census years. Accordingly, these dwelling units were included as occupied housing units in 1990.

Vacancy Characteristics

In 1980, of the City's 26,250 total housing units, 397 units were vacant, resulting in a 1.5

percent vacancy rate. In 1990, of the City's 26,795 total housing units, 693 units were vacant, resulting in 2.6 percent vacancy rate. In 1994, of the City's 27,136 total housing units, 757 units were vacant, resulting in 2.8 percent vacancy rate.

Commercial and Office Land Uses

Commercial and office land uses comprise 375.57 acres or 6.1 percent of the City's total land area. Since 1969, the overall area devoted to commercial and office land use has increased by 46.17 acres. General commercial land uses in Lakewood are found in the following categories (also refer to Table IV.A.3, "Land Use by Zone and Acreage"):

- **General Retail** - appliance sale/repair, florist, pharmacy, theaters, bakeries, etc.
- **Personal Services** - ambulance service, dry cleaning, photography, self-serve laundry, shoe repair, etc.;
- **Vehicle-Related Uses** - auto sales, car wash, gasoline sales, tire stores, etc.;
- **Restaurant and Bar Uses** - bars, fast food and dining restaurants, take out and delivery;
- **Regional Mall and vicinity** - the Lakewood Center Mall and Candlewood Shops, all of which contain a combination of all the existing citywide general commercial land uses;
- **Motel and Hotel Uses**; and
- **Banks and Offices**

Commercial Floor Area Ratio (F.A.R.) - During 1992, a range of existing Floor Area Ratios (F.A.R.) were inventoried for Lakewood's commercial sites. Floor Area Ratio (F.A.R.) assesses on-site building intensity. Floor Area Ratio (F.A.R.) is calculated by dividing the total area of all on-site structures by the total lot area.

During 1994, the square footage of all commercial buildings in Lakewood was 4,322,633 square feet and the land area occupied by commercial land uses was 330.78 acres. During 1994, the citywide commercial F.A.R. for commercial land uses was 0.3:1.0. City zoning regulations pertaining to commercial building heights include a limitation of six stories in height.

Lakewood's street system is designed on a grid pattern consisting of collector streets that serve residential land uses, while commercial land uses are situated along major arterials and at commercial nodes (major intersections.) Many of these "commercial node" land uses are small retail shops, personal services (hair and nail salons), and office uses. Lakewood's major arterial corridors are Del Amo Boulevard, South Street, Woodruff Avenue, Bellflower Boulevard, Lakewood Boulevard, Candlewood Street, Paramount Boulevard, Norwalk Boulevard, Pioneer Boulevard, Carson Street and Centralia Street.

The City's regional shopping center, the Lakewood Center Mall, is the dominant commercial land use and community landmark. The Lakewood Mall and Candlewood Shops occupy 164 acres. Future expansion of the Mall (within its existing boundaries) is expected to occur within the near future.

Financial institutions (banks) and professional office uses constitute 0.6 percent (38.61 acres) of the City's total land area. The City's predominant financial center is located adjacent to the Lakewood Center Mall along Lakewood Boulevard. Numerous bank and office uses are also situated throughout the City in existing commercial centers and along major street arterials.

In essence, the City of Lakewood's commercial areas are practically built out. Land use surveys conducted during August of 1992 and in January of 1995 indicate there were 7.04 acres of vacant commercially-zoned land in the City. The majority of this acreage is situated in the western portion of the City. Of this acreage, 4.68 acres is owned by the City.

Industrial and Manufacturing Land Uses

As of February, 1995, 92.83 acres (1.5 percent) of the City of Lakewood was developed with industrial land uses. Of this amount, 78.96 acres are utilized by industrial land uses, while 13.87 acres are utilized by warehousing uses (uses which are primarily warehouses with little or no manufacturing performed on site). Since 1969, citywide industrial/manufacturing land uses have decreased by 5.57 acres. The City's industrial/manufacturing land uses are primarily situated in the southwestern portion of Lakewood, south of Carson Street.

Industrial/Manufacturing Floor Area Ratio (F.A.R.) - As previously explained, Floor Area Ratio (F.A.R.) assesses the relationship between the bulk and mass of on-site buildings and the total area of a site. Based on an 1992 inventory, the F.A.R. for industrial properties was 0.2:1.0. It should be noted that many of the City's industrial sites are under utilized, as far as their development potential. It is estimated that full development of the City's industrial properties, in accordance with current zoning standards, would result in an industrial F.A.R. of 0.5:1 to 0.7:1.

Although industrial land uses in Lakewood have increased over the past two decades, industrial/manufacturing zoning has decreased. It is apparent from this situation that all displaced industrial development has readily been replaced during the past two decades to the point where there is less than four (4) acres of developable, industrially-zoned land remaining in the City.

Existing industrial/manufacturing land uses in Lakewood include oil tank storage, heavy equipment storage, aircraft parts and vehicle storage for McDonnell Douglas, a metal plating company (Huck International) and equipment storage for the General Telephone Company. The City's manufacturing/industrial land uses are listed by zone and acreage in Table IV.A.1, "Existing Land Uses."

For the past two decades, new manufacturing/industrial development in Lakewood has been primarily of an office-park character as opposed to a heavy industrial nature. Moreover, the City has experienced the development of many vacant industrial parcels along Industry Avenue and a transition away from industrial to residential land use in the South Street/Downey Avenue area.

Public and Quasi-Public Land Use

Of the City's total land area, 13.4 percent (818.42 acres) is devoted to public and quasi-public land use. Since 1969, the acreage of this land use has increased by 154.52 acres. Public and quasi-public land uses include:

- **Parks** - Acres: 204.45; Uses: city parks, the Lakewood Equestrian Center, tot lots, and pedestrian walkways;
- **Water Wells and Facilities** - Acres: 26.46; Uses: main administrative and operations facility (Arbor Road) and water wells;
- **Post Office** - Acres: 1.79;
- **City Hall Complex** - Acres: 8.37; Uses: City Hall and annex building, The Centre at Sycamore Plaza, and Iacoboni Library;
- **Sheriffs Station** - Acres: 3.0;
- **Burns Community Center** - Acres: 1.79;
- **Weingart Senior Center** - Acres: 1.36;
- **Fire Stations** - Acres: .74;
- **Regional Golf Course** - Acres: 171.30;

- **Railroad and Utilities** - Acres: 44.64;
- **Hospitals** - Acres: 5.44;
- **Public Educational Uses** - Acres: 295.56; Uses: 20 public schools are situated in the City;
- **Religious/Private Education** - Acres: 48.35; Uses: churches and church-operated schools;
- **Electric Transmission Right-of-Ways** - Acres: 79.11 (158.5 acres are actually utilized for this use. However, since 1969, 79.39 acres of land [under the power wires] have been utilized for agricultural, park, and community garden);
- **Flood Control Right-of-Ways** - Acres: 82.70; Uses: flood control right-of-ways (not easements); and
- **Streets and Freeways** - Acres: 1471.82 acres.

The majority of the public and quasi-public land in Lakewood is owned by the City with remaining public/quasi-public parcels owned by the City of Los Angeles Department of Water and Power, Southern California Edison, Southern California Water Company, the County of Los Angeles and various churches. City-owned land is held by three agencies: the City of Lakewood, the City of Lakewood Redevelopment Agency, and the City of Lakewood Water Utility Fund (water wells and facilities).

Vacant Land

Since 1969, the number of vacant acres in the City has decreased by 208.57 acres. In 1994, there were 32.33 acres of vacant land and the City was 99.5 percent built out at that time.

Agricultural Land

Since 1969, the acreage of agricultural uses in Lakewood increased by 34.83 net acres. As of 1994, a total of 44.23 acres were utilized for agricultural land uses, all of which are located within Southern California Edison's transmission right-of-way areas (under the high power lines). These agricultural uses consist of commercial plant nurseries (41.33 acres) and the Lakewood Community Gardens (2.9 acres).

Existing Population and Building Intensity Analysis

Table IV.A.3 displays Lakewood's existing and projected building and population summaries per the currently adopted Land Use Element of the General Plan. The City's build-out potential for existing vacant and under utilized single-family-zoned land is 211 additional single-family homes. This build-out potential includes the 184-unit Westgate residential project. Consequently, 211 new homes added to the City's existing inventory of 22,113 single-family homes would result in a total count of 22,324 single-family dwelling units. The estimated population increase from the remaining developable units in the City is 592 persons. Full development of vacant and underutilized multiple-family-zoned lands could yield 1,122 net dwelling units. The resulting population increase from this development (based on 2.81 persons per household) is estimated to be 3,152 persons.

Under the City's currently adopted General Plan Land Use Element, the total number of potential (net) dwelling units (single-family and multiple-family) citywide is 1,333 units. The estimated total population increase from these potential units is 3,744 persons. If all of the residentially-zoned lands in Lakewood were fully developed consistent with the currently adopted General Plan, there would be 78,868 total persons (assuming 2.8 persons per housing unit). As Table IV.A.3 indicates, the average intensity (F.A.R.) for existing commercial land uses in Lakewood is estimated at 0.32:1.0. In 1994, 375.57 acres were utilized for commercial use. Based on a 0.4:1 to 0.5:1 commercial FAR, the existing 8.68 acres of vacant, commercially-zoned land

in 1994 could yield 151,240 to 189,000 square feet of additional commercial space at build out of the currently adopted General Plan. In addition, other commercially-zoned land in the City could be redeveloped at an FAR greater than existing uses, thus creating the potential for increased commercial uses throughout the City.

One explanation why the City's commercial/industrial square foot per capita ratio is lower than the national average (cited by the US Dept. of Enrgy) is that residential land uses account for 51% of total land area in the City. Non-commercial and non-industrial land uses include street, schools and other public uses. Another reason is that existing commercial sites have not been developed to their full potential. The demand for commercial real estate is the most influential factor responsible for maximizing the intensity of commercial sites.

In conclusion, Lakewood is 99.5 percent built out and only 32.33 acres of vacant land existed in 1994. As a result, substantial increases in building and population intensities are not expected to occur in Lakewood's future. The City, however, should investigate methods by which it can optimize the commercial/industrial square foot per capita ratio.

Existing Zoning

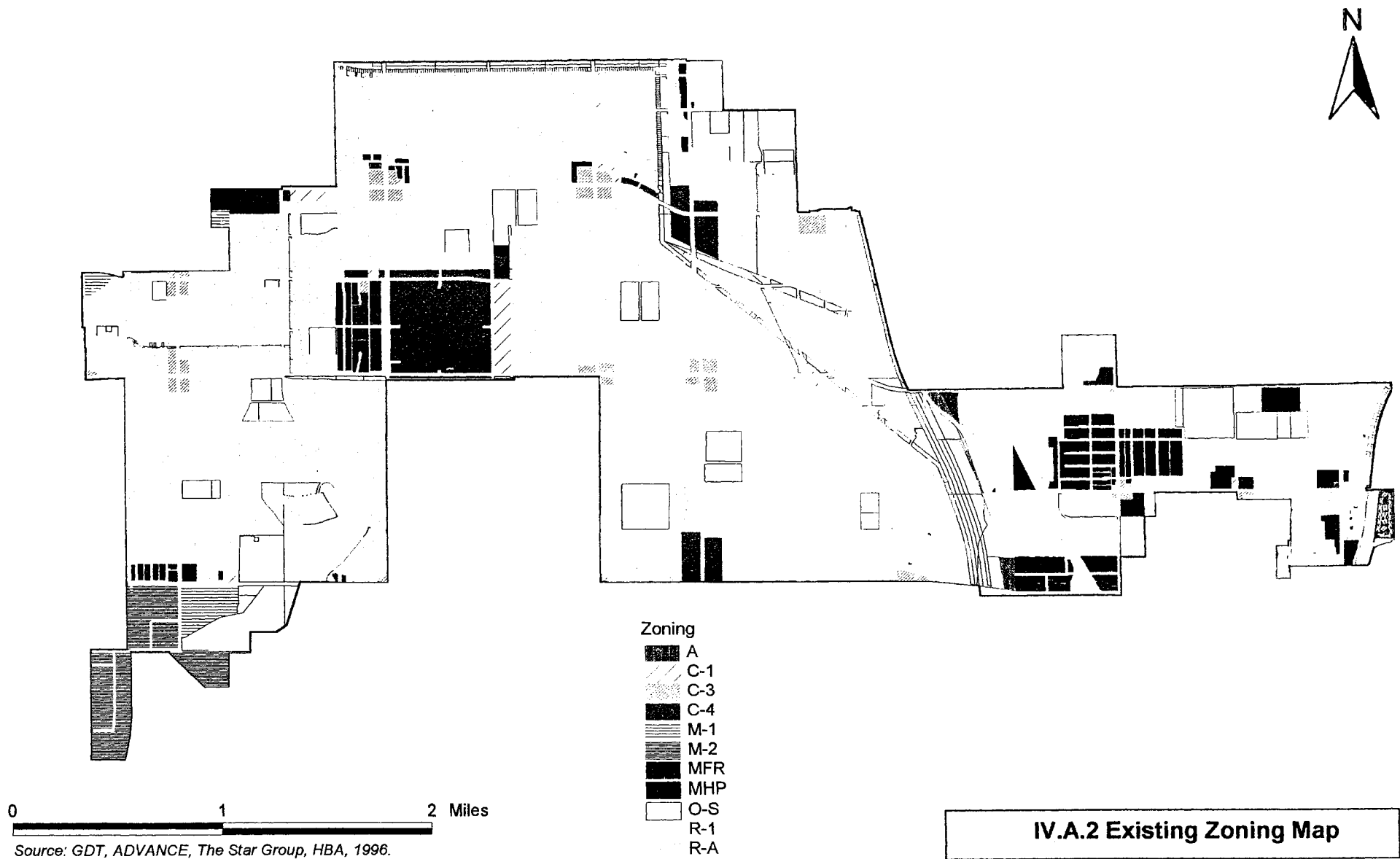
The City of Lakewood's Municipal Code was originally adopted on April 16, 1954. Contained in the Municipal Code is Article IX, "Planning and Zoning" which was adopted by City Council Ordinance No. 141 on January 28, 1958. This Article, which consists of Code Sections 9210 through 9516, contains provisions relating to subdivisions, zoning, development standards, and project review. Zoning is the division of a city into districts and the application of different regulations in each district. Zoning regulations are generally divided into two classes: (1) those which regulate the height and bulk of buildings within certain designated districts -these regulations have to do with structural and architectural design of buildings; and (2) those which determine which uses can be situated in buildings or on to sites within certain designated districts. In accordance with Article IX, the City of Lakewood has the following zoning districts:

- R-1** Single-Family Residential
- R-A** Single-Family Residential-Limited Agricultural
- M-F-R** Multiple-Family Residential
- MHP** Mobile Home Park
- PD-SF** Single-Family Dwelling Unit Planned Development
- PD-MF** Multiple-Family Dwelling Unit Planned Development
- C-1** Neighborhood Commercial
- C-3** Intermediate Commercial
- C-4** General Commercial
- M-1** Light Manufacturing
- M-2** Heavy Manufacturing
- O-S** Open Space
- A** Agricultural

Residential Zoning

In 1992 residentially-zoned land constituted 53.7 percent (3,282.78 acres) of the City's total land area (see Figure IV.A.2). Since 1969, numerous zoning actions have been adopted which have added and eliminated certain parcels from the R-1 zone. In particular, in 1973 two zoning actions reclassified over 700 acres of parks and schools from residential ones to the O-S (Open Space) zone. Since 1969, residentially-zoned land has decreased by 662.32 acres in Lakewood.

IV. Setting, Impacts and Mitigation Measures



Single-Family Residential Zone

As of August 1992, a total of 2,931.46 acres (47.7 percent) of the City was zoned for R-1 (single-family residential) use. The R-A, Single-Family Residential Limited Agriculture zone, contains 24.5 acres (0.4 percent), 58.59 (1 percent) acres are zoned PD-SF, Planned Development Single Family, and 7.9 (1 percent) acres are zoned MHP, Mobile Home Park.

Approximately 89 percent (2906.54 acres) of the land zoned for single-family residential use is developed with single-family land uses. The remaining land uses in the R-1 zone primarily are public schools (52.02 acres).

The City of Lakewood is essentially built out with only 31.08 acres remaining in a vacant status in 1992. Of the remaining 3.91 vacant acres zoned R-1, 3.24 acres are owned by the City. This City-owned parcel, located at the southeast corner of Centralia and the San Gabriel River Freeway (I-605), has access problems that could preclude its development in the near future. The remaining R-1-zoned lots are small in-fill lots which could be developed in the near future.

Multiple-Family Residential Zone

Of the 264.54 acres zoned for multiple-family use (M-F-R and PD-MF), 200.38 acres (76 percent) are utilized for multiple-family land use. The remaining land uses in the City's multiple-family residential zone are permitted non-residential uses such as schools, parks, and public/quasi-public facilities.

As previously discussed, the City of Lakewood is practically a built-out community. In accordance with past trends, the City's multiple-family build-out potential does not lie with its vacant land but with its underutilized parcels.

Commercial Zones

Within the City of Lakewood, 6.2 percent (368.19 acres) of land is zoned for commercial land use. Since 1969, citywide commercially-zoned acreage has remained relatively stable, decreasing only 11.31 acres during this time period. The majority of this lost commercially-zoned land has been added to the multiple-family zone. The City of Lakewood has three commercial classifications:

- **Neighborhood Commercial (C-1)** - Permitted uses: (Zoning Code Section 9340, et seq.) appliance stores, office uses, restaurants (no liquor within 200 feet of a residence) and all general commercial uses. Maximum height: four stories or 65 feet, whichever is less.
- **Intermediate Commercial (C-3)** - Permitted uses: (Zoning Code Section 9347, et seq.) all uses permitted in the C-1 zone. In addition, auto sales and repair, bars and cocktail lounges, hotels and motels, etc. Maximum height: six stories or 85 feet, whichever is less.
- **General Commercial (C-4)** - Permitted use: (Zoning Code Section 9350, et seq.) all uses permitted in the C-1 and C-3 zones in addition to blueprinting, auto body and fender service, adult entertainment (with an approved conditional use permit), etc. Maximum height: ten times the buildable lot area.

Under current City of Lakewood zoning standards, less intense ("softer") C-1 commercial uses are permitted within the more intense C-3 zone. In turn, the permitted land uses from these

two zones are permitted in the C-4 zone. It is not surprising to find that the majority of Lakewood's "high retail-producing" commercial land uses are located in the C-3 and C-4 zones which encompass a majority (331.07 acres) of the City's commercially-zoned lands.

Industrial and Manufacturing Zone

Land zoned for industrial and manufacturing uses constitutes 2.6 percent (156.39 acres) of citywide land. Over the past two decades, industrial and manufacturing-zoned acreage has declined by 47.11 acres. As discussed previously, it is interesting to note that industrial and manufacturing land uses increased by 2.03 acres over the past two decades.

A loss of industrially-zoned land occurred recently when the 33.24-acre parcel (Westgate Residential Community) at the northwest corner of Candlewood and Downey was rezoned from M-1 (Light Manufacturing) to PD-SF (Single-Family Planned Development.) and when the Sully Miller site was zoned from M-1 to M-F-R (Multi-Family Residential).

Overall, the majority of the City's industrially-zoned land is located in the southwestern portion of the City. Industrial and manufacturing land uses have in the past and continue to play an important role in the City's overall land use composition. However, during the past two decades, the trend occurring in Lakewood has been toward the development of light industry (e.g., office/industrial parks).

The City of Lakewood has two industrial/manufacturing classifications:

- **Light Manufacturing (M-1)** - Permitted uses: (Zoning Code Section 9360, et seq.) all uses permitted in the C-4 zone and a host of light manufacturing uses. In addition, other uses include animal hospitals, auto body repairs, dog kennel, pest control and truck storage. Maximum building height: four stories or 55 feet, whichever is less.
- **Heavy Manufacturing (M-2)** - Permitted uses: (Zoning Code Section 9368, et seq.) all uses permitted in the M-1 zone and heavy manufacturing uses such as manufacture of abrasives, hazardous waste management facilities (conditional use permit required), and lumber yards, etc. Maximum building height: same as M-1 zone, above.

Open Space Zone

Within the City of Lakewood, 13.5 percent (810.54 acres) of the City is zoned for open space use. The Open-Space (O-S) zone includes uses such as parks, regional golf course, transmission power lines, water department facilities, public buildings, flood control right-of-ways, public schools, and railroad right-of-ways.

The Open Space Zone was established in 1973 by City Council Ordinance No. 73-16 which rezoned over 800 acres of R-1, R-A, M-F-R, and A-zoned properties to the Open Space zone. All of the affected acreage had on-site public uses, such as schools, power utility line easements, and parks. Since the establishment of the O-S zone in 1973, various other zoning actions have been enacted to include other publicly-owned property into this zone.

General Plan/Zoning Consistency

State law requires general law cities to maintain consistency between their General Plan and zoning ordinance. Since adopting its General Plan in 1970 and its first zoning ordinance in

in 1958, the City of Lakewood has regularly updated both documents to meet current state requirements. However, the 1990's brought with it a multitude of issues not previously considered in depth. These areas of concern include: congestion management, air quality, solid waste/recycling, and hazardous waste management. In addition, over the past two decades several inconsistent situations (between zoning, General Plan designation, or land use) have also developed. The locations of the subject parcels are listed in the "Inconsistency Study" contained in this section.

In addition to the requirement of maintaining consistency between the General Plan and zoning ordinance, cities are also required to keep harmony at the land use level on a parcel-by-parcel basis. In accordance with state law, each parcel of land has both a zoning classification and a General Plan land use designation.

Zoning classifies parcels by use such as residential, commercial, industrial, etc. Each zoning category (e.g., R-1, M-F-R, C-3) has specific permitted land uses, density requirements, required setbacks, parking requirements, minimum lot size standards, and height requirements. General Plan designations, unlike zoning, are not parcel-specific. For instance a General Plan designation will give a density range for a particular land use while zoning will set specific design requirements.

The land use designations for the City of Lakewood's General Plan are as follows:

Residential - Residential land in the City of Lakewood is divided into the two following General Plan land use classifications:

- **Low Density** - One detached single-family residential unit per lot. Density varies from 0.1 to 8.7 units per acre.
- **Medium/High density** - Two or more residential units per lot; attached or detached. Density varies from 8.8 to 27 units per acre.

Commercial - Retail stores, shops, convenience stores, car dealerships, motels and hotels, professional and administrative offices, business and services. The building height for uses included in the commercial land use designation may range generally from one to six stories in height.

Industrial - Industrial land in the City of Lakewood contains most land uses found in the commercial land use designation. In addition, more intense land uses are also found such as warehousing, wholesaling, storage facilities (open lot and enclosed) and manufacturing. The building height for uses included in the Industrial land use designation shall not exceed four stories or 55 feet in height.

Public and Quasi-Public - Public and quasi-public land includes publicly owned, quasi-public and institutional facilities that provide educational, cultural, and functional (e.g., utilities and infrastructure) opportunities.

Open Space - Open Space land includes land that provides passive and active recreational areas and facilities as well as conservation resource areas, such as river beds and parks.

Redevelopment

The City of Lakewood has two redevelopment project areas. "Redevelopment Project Area No.

1", Town Center, was established with the adoption of the "Redevelopment Plan" by the City Council on November 28, 1972. Redevelopment Project Area No. 1, a commercial revitalization project of 255 acres, was the first to be undertaken by the Agency under the California "Community Redevelopment Law" (Sections 33000, et seq., of the California Health & Safety Code). The Dutch Village area, consisting of 37 acres, was added to Redevelopment Project Area No. 1 on July 18, 1974. The Town Center portion of Redevelopment Project Area No. 1 encompasses the Lakewood Center Mall (a regional shopping center) and includes the Civic Center (City administration building and community center complex), Candlewood Street, commercial areas on Lakewood Boulevard and multiple family housing units east of Hayter Avenue. The Dutch Village shopping area, located at Woodruff Avenue and South Street, was purchased in December 1985 by Hopkins Development Company. With the assistance of the Lakewood Redevelopment Agency, the property was redeveloped as "Lakewood Marketplace" with approximately 325,000 square feet of retail space. The acreage for Project Area No.2 is 159.6 acres. A third project area is currently under study by the City and Redevelopment Agency.

"Lakewood Beautiful" Programs

"Lakewood Beautiful," started in 1980, is a community program designed to recognize Lakewood residents who have achieved a measure of excellence in the exterior maintenance and landscaping of their homes. By singling out the homes of responsible and careful homeowners in each of the City's neighborhood areas, Lakewood Beautiful reinforces the spirit of neighborhood pride.

"Lakewood Beautiful" awards are issued for the following judging categories:

1. **Lakewood Classic** - describes an original Lakewood home whose structure has not been physically altered.
2. **Changing Faces** - Defines a home that has been superficially remodeled and/or has gone through some minor physical changes.
3. **New Look for Lakewood** - designates a home that has been completely remodeled and whose physical appearance has changed drastically from its original state.

In past events, the following concepts have been used as standards in judging nominated homes:

1. **Landscape** - effective use of materials, use of variety and color, good design and balance in relation to house, a well-maintained landscape.
2. **Structure** - paint and stucco work is of optimum quality; special, creative effects; use of texture and color; originality.
3. **Special Considerations** - appropriate scale of alteration in relation to the rest of the structure (Changing Faces); appropriate scale of alteration in relation to the building lot (New Look for Lakewood).

"Lakewood Business Beautiful," started in 1982 by the City of Lakewood, honors those commercial, retail, and institutional buildings which demonstrate exceptional achievement in the areas of design and beautification.

The goal of "Lakewood Business Beautiful" is to inspire others. Previous award categories are:

- New Look for Lakewood Award
- Institutional Building
- Small Shopping Center Award
- Restaurant Award
- Service Station Award
- Office Building Award
- Commercial Building Award
- Most Improved Business

The "Lakewood Business Beautiful Program" is operated under the general direction of the Lakewood Beautification Advisory Council, the Chamber of Commerce, and sponsored by the City of Lakewood.

The City of Lakewood is devoted to protecting its most valuable assets: (a) its attractive and well-planned appearance; and (b) its residential neighborhoods. The following City-operated programs exist to ensure these goals are attained:

- **Development Review Board** - The Development Review Board (DRB), composed of a State board-certified architect, a landscape architect, and City planning staff members, is available to Lakewood property owners. The DRB, which serves as both a City advisory and approval body, assists commercial property owners and homeowners with new projects, remodels, room additions, and the technical (and simple) aspects of property improvement. The primary goal of the DRB is to ensure that physical property improvement projects are designed and constructed in accordance with the City's high standards of quality.
- **Design Assistance** - Staff planners and plan checkers are available during regular business hours to assist commercial property owners and homeowners with property-improvement questions.
- **Loan Program and Rehab Assistance for Low- and Moderate-Income Homeowners** - A City Housing Specialist staff person is available to assist low- and moderate-income homeowners with the following housing programs:
 - a. **The Senior Citizen/Physically Handicapped Deferred Payment Loan Program** is available to low-income senior citizens (62 or older at time of application) or the physically handicapped (a physician's statement of inability to maintain gainful employment is required). This program is not available to absentee owners. This program provides loans for eligible improvements. This money is secured with a recorded lien agreement bearing no interest and is not due until house is sold or transferred.
 - b. **The Residential Deferred Payment Loan Program** is available to low-income non-senior owner occupiers of single-family homes. This program also provides loans for eligible improvements. The loan is secured with a non-interest bearing lien agreement and is not due until the property is sold or transferred.
 - c. **Fair Housing**. The City provides a Landlord-Tenant Information Program. There is staff available to answer most questions including rent increases, evictions, and housing discrimination.

- **Bus Shelter Program** - In December 1990, the City Council approved a Citywide program for the installation of 114 bus shelters. These bus shelters serve the needs of users, while ensuring that well-designed and architectural compatible structures are placed at locations throughout the City.
- **Utility Undergrounding** - This project provides for the undergrounding of utilities as recommended by the Planning Environment Commission in 1984, amended in 1990 and approved by the City Council.
- **Continual Improvement, Renovation, and Construction of Municipal Buildings and Facilities** - In an effort to preserve and upgrade Lakewood's municipal buildings, facilities, and parks the City maintains an on-going maintenance and improvement program.

IV.A.2: Significance Criteria

The proposed General Plan update will be considered to have significant impacts if implementation will result in:

- A long-term jobs/housing ratio or housing type ratio which is inconsistent with the regional policies adopted by SCAG, including inconsistency with adopted regional plans and policies related to growth.
- A substantial increase in the total number of residentially-designated parcels or residential units adjacent to incompatible land uses.
- The creation of substantial incompatibilities between land uses, as defined by the City's adopted General Plan.
- Substantially increased intensity/density of development compared to existing conditions.
- A substantial change in the existing land use pattern of an area (such as changing residential uses to non-residential uses), particularly if substantial land use nonconformities are created.

IV.A.3: Environmental Impacts

The proposed Land Use Element establishes land use classifications and standards of density and intensity for the City of Lakewood. The majority of the proposed land use classifications are reflective of the existing development patterns. The land use classifications and their definitions appear below. Site specific conditions may limit development to less than that indicated on the Land Use Policy Map of the General Plan. Many areas of the City of Lakewood are areas of significant environmental resources or are subject to geotechnical constraints as described in the preceding Environmental Setting section. Such resources or constraints may render such areas unsuitable or unacceptable for the maximum densities or intensities shown on the Land Use Policy Map or as described in the following analysis. Further, the proposed land use plan takes into account the specific development patterns and character of the City, as well as the availability of public facilities, infrastructure and services. The City of Los Angeles Department of Water and Power has indicated that any proposed recreation or aesthetic uses proposed in its existing utility easements within the City would require the

development of public safety programs, compliance with facility security norms, and adherence to easement holders rules and regulations. However, no recreation or aesthetic uses are proposed within the easements. Table IV.A.3 presents the distribution of proposed land use acreage for commercial and industrial land uses and Table IV.A.4 presents projections for population and residential land uses.

The Land Use Element of the Draft General Plan proposes five land use categories. The following summarizes the land use requirements for each land use category:

Residential Residential land in the City of Lakewood is divided into the two following General Plan land use designations:

Low Density One detached single-family residential unit per lot. Density varies from 0.1 to 8.7 units per acre. These lots are typically zoned as "R-1", "R-A", and "PDSF".

Medium/High Density Two or more residential units per lot; attached or detached. Density varies from 8.8 to 27 units per acre. These lots are zoned as "MFR" and sometimes "PDMF".

Commercial Retail stores, convenience stores, car dealerships, motels and hotels, professional and administrative offices, business and services. The building height for uses included in the commercial land use designation may range generally from one to six stories in height.

Industrial Industrial land uses in Lakewood contain most uses found in the commercial land use designation, and more intense land uses found such as warehousing, wholesaling, storage facilities (open lot and enclosed) and manufacturing. The building height for uses included in the industrial land use designation shall not exceed four stories or 55 feet in height.

Public and Quasi-Public Public and quasi-public land includes publicly owned, quasi-public and institutional facilities that provide educational, cultural, and functional (e.g, utilities and infrastructure) opportunities.

Table IV.A.3: Buildout Potential of Commercial and Industrial Areas (2020)

		Existing Site (acres)	Existing Site (sq. ft.)	Existing Bld'g Area (sq. ft.)	Assumed Average or Maximum F.A.R.	Build-out Potential (sq. ft.)	Potential Net Gain (sq. ft.)
All Developed Commercial Land		330.78	14,408,777	4,322,633	0.3	4,322,633	0
All Vacant Commercial Land		8.68	378,101	0	0.3	113,430	113,430
Selected Commercial Sites							
a	Lakewood Square	25.71	1,119,928	414,735	0.5	559,964	145,229
b	Lakewood Center Mall	134.51	5,859,256	2,035,475	0.5	2,929,628	894,153
c	Civic Center Block	20.60	897,336	216,859	0.4	358,934	142,075
d	Northwest corner of Woodruff and Carson	14.27	621,628	165,332	0.4	248,651	83,319
e	So. east corner - Del Amo & Studebaker	8.19	356,548	1,932	0.4	142,619	140,687
f	Nectar and Carson	6.78	295,224	73,402	0.5	147,612	74,210
g	Northwest corner of Pioneer and Carson	2.48	107,864	25,962	0.5	53,932	28,870
Total of All Selected Commercial Sites		212.53	927,783	2,932,797	----	4,441,340	1,508,543
All Commercial Land Less Selected Commercial Sites		126.93	5,529,095	1,389,836	0.3	1,658,728	268,892
Maximum Commercial Build-out Potential		339.46	14,786,878	4,322,633	----	6,100,069	1,777,436
All Developed Industrial Land		92.77	4,041,061	802,212	0.2	808,212	0
All Vacant Industrial Land		3.42	148,975	0	0.2	29,795	29,795
Selected Industrial Sites							
a	Southeast corner of Cherry and 35th St.	12.96	564,538	20,801	0.7	395,176	374,375
b	Southwest corner of Paramount and Carson	19.62	854,647	250,000	0.7	598,253	348,253
c	Southeast corner of Paramount and Carson	19.24	838,094	189,000	0.7	586,666	397,666
d	Southeast corner of Cherry and Bixby	8.64	376,358	61,371	0.7	263,451	202,080
Total of All Selected Industrial Sites		60.46	2,633,638	521,172	---	1,843,546	1,322,374
All Industrial Land Less Selected Industrial Sites		35.73	12,153,240	287,040	0.2	2,430,648	2,143,608
Maximum Industrial Build-out Potential		96.19	14,786,878	808,212	---	4,274,194	3,465,982
GRAND TOTAL		435.65	29,573,755	5,130,845	--	10,374,263	5,243,418

Notes:

- (1) "Average Density" is the average Floor Area Ratio (FAR) for all existing commercial, industrial, and community facility projects.
- (2) The number of square feet for commercial, industrial, and community facilities was determined by multiplying the total number of acres for each land use classification by the average FAR for that classification.
- (3) Existing industrially-developed properties are underutilized at 0.2:1.0 FAR, and full development, in accordance with existing zoning standards, is expected to result in up to a maximum FAR of 0.4:1.0 to 0.7:1.0.
- (4) The potential number of square feet of commercial and industrial facilities was determined by multiplying the total number of vacant acres for each land use classification by the average FAR for that classification.

Source: Los Angeles County Assessor records; City of Lakewood Finance Department records and Land Use Inventories conducted during August, 1992 and February, 1995.

Table IV.A.4: Population Intensity Summaries and Land Use Implications (1994, 2010 and 2020)

Land Use Category and Maximum Permitted Density	Average Density (1)	Existing Developed Acres	Existing Dwelling Units	Existing Vacant Acres	Potential Dwelling Units	Population Estimate (2)	Persons per Dwelling Unit
1994							
Low Density Residential	7 du/ac.	2,906.54	22,297	3.94	27	62,376	2.80
Medium/High Residential	22 du/ac.	200.38	4,458	12.77	1,122 (includes units from underutilized parcels)	12,471	2.80
Mobile Home Park	12 du/ac.	7.9	99	0	0	277	2.80
Total		3,114.82	26,854	16.71	1,149	75,124	2.80
2010							
Low Density Residential	7 du/ac.	2,908.51	22,311	1.97	13	65,862	2.95
Medium/High Residential	22 du/ac.	206.765	5,019	6.39	561	14,816	2.95
Mobile Home Park	12 du/ac.	7.9	99	0	0	292	2.95
Total		3,123.18	27,429	8.36	574	80,970	2.95
2020							
Low Density Residential	7 du/ac.	2,910.48	22,324	0.99	7	68,523	3.07
Medium/High Residential	22 du/ac.	213.15	5,580	3.19	280	17,128	3.07
Mobile Home Park	12 du/ac.	7.9	99	0	0	304	3.07
Total		3,131.53	28,003	4.18	287	85,955	3.07

Notes:

(1) "Average Density" was determined by dividing the total number of acres for each classification by the total number of dwelling units of that type.

(2) Population figures are based on City estimates.

Source: Los Angeles County Assessor records; City of Lakewood Community Development and Finance Departments records and Land Use Inventories conducted during August, 1992 and February, 1995.

Open Space Open Space land includes land that provides passive and active recreational areas and facilities as well as conservation resource areas, such as river beds and parks.

The Draft General Plan's Land Use Element proposes several changes to the existing Land Use Element (see Table IV.A.5).

Table IV.A.5: General Plan Amendment Sites

	Location	Acres	Existing Land Use Designation	Proposed Land Use Designation
1	Former Railroad Right-of-Way between Carson St. and northern City limits	14.25	Manufacturing/Industrial	Public/Quasi-Public
2	Southeast corner of South St. and Downey Ave.	0.46	Public/Quasi-Public	Commercial
3	West side of Hayter Ave. between Hardwick St. and Candlewood St.	4.52	Low Density Residential	Medium and High Density Residential
4	Southeast corner of Candlewood St. and Oliva Ave.	1.06	Public/Quasi-Public	Commercial
5	Oliva Ave. (south of Candlewood St. and south of and adjacent to the preceding location)	1.36	Commercial	Public/Quasi-Public
6	East side of Clark Ave. (south of Mayfair Park)	3.38	Medium/High Density Residential	Public/Quasi-Public
7	A single parcel on the west side of Woodruff Ave. between Ashworth St. and Allington St.	0.45	Medium/High Density Residential	Public/Quasi-Public
8	West side of Roseton Ave. north of 209th St. and south of 207th St.	1.94	Low Density Residential	Medium/High Density Residential
9	Three blocks between 209th St., Arline Ave., Centralia Rd and Horst Ave.	9.95	Medium Density Residential	Low Density Residential
10	A single parcel on the south side of 209th St. between Norwalk Blvd. and Hornlake Ave.	0.3	Public/Quasi-Public	Commercial
11	South side of Centralia Road west of Claretta Ave. and the City limits	5.12	Medium/High Density Residential	Low Density Residential
12	A portion of the central area of Lakewood Center Mall	9.64	Future Park	Commercial
13	Northwest corner of Harvey Way and Ostrom Avenue	4.39	Future Park	Low Density Residential
14	Southwest corner of Pioneer Blvd. and 205th St.	17.9	Future Park	Medium/High Density Residential
15	Northern portion of Lakewood Golf Course	13.78	Future Park	Open Space
16	Southwest corner of Paramount Blvd. and Greentop St.	3.21	Future Park	Low Density Residential
17	Area southwest of the intersection of Downey Avenue and Candlewood Street.	1.45	Low-density Residential	Public/Quasi-public
18	Near the northeast corner of Woodruff Avenue and South Street	2.1	Commercial	Medium/High Density Residential
19	Northwest corner of Adenmoor Avenue and Rocket Street	0.34	Medium/High Density Residential	Commercial

	Location	Acres	Existing Land Use Designation	Proposed Land Use Designation
20	Two parcels, one on each side of Palo Verde Avenue north of Del Amo Blvd.	0.94 acres (total)	Low-density, Residential	Public/Quasi-public

In total, the proposed changes to the Land Use Element, and the corresponding changes to the other elements of the General Plan, will result in the following:

Total Residential Build-out: The total number of potential (net) additional dwelling units is 1,149 units under the Draft General Plan update. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to 10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 75,124, would yield a total maximum population of 85,955 at build-out.

Total Commercial Build-out: Commercially zoned land could yield nearly 1,777,436 square feet of additional commercial space at build-out of the General Plan update, resulting in a total of 6,100,069 square feet of commercial floor area, a 41.1% increase over current development in the City.

Industrial Build-out: The City currently has 802,212 square feet of industrial floor area on 92.77 acres. The potential build-out of industrial uses under the proposed Land Use Element is 4,274,194 square feet, an increase of 3,465,982 square feet over existing industrial development in the City (as shown in Table IV.A.5).

The following table provides a summary of the changes in potential build-out of the City compared to existing development in the City.

Table IV.A.6: Summary Comparison Between Existing Development and Build-out

Land Use	Existing Development (1994)	Potential 2020 Build-out (per proposed General Plan update)
Residential a. Single Family b. Multi-family c. Mobile homes Total	22,297 units 4,458 units 99 units 26,854 units	22,324 units 5,580 units 99 units 28,003 units
Commercial a. Office b. Retail Total	1,389,836 sq. ft. 2,932,797 sq. ft. 4,322,633 sq. ft.	1,658,728 sq. ft. 4,441,340 sq. ft. 6,100,068 sq. ft.
Industrial	808,212 sq. ft.	4,274,194 sq. ft.

The proposed Land Use Element would result in an increase in the City's population. The maximum projected population at build-out is 85,955, an increase of 10,831 above the City's existing population. Several changes in land uses for specific parcels and/or areas of the City are proposed. The intent of the changes is to have a land use designation consistent with existing land uses on these parcels or sites. Nonetheless, the changes do represent a change from existing land use designations. In total, the proposed land use changes will result in the following changes in the City:

- a) increase the area designated for low density residential development by 13.82 acres;
- b) increase the area designated for medium/high density residential development by 7.22 acres;
- c) decrease the area designated for "Future Park" by 48.92 acres;
- d) increase the area designated for "Open Space" by 13.78 acres;
- e) increase the area designated for "Public/Quasi-Public" by 6.63 acres;
- f) increase the area designated for "Commercial" development by 7.28 acres; and
- g) decrease the area designated "Manufacturing" by 14.25 acres.

Impacts that may result include additional demand on existing open space areas in the City and increased demand on public services related to additional residential development in the City. These impacts will be mitigated by future improvements at the City's existing parks, open space and recreational facilities, and increased public services to meet the demands of future residential growth in the City. The City seeks to change the Land Use Element in order to minimize potential land use conflicts between adjacent land uses. The recommended land use changes will provide greater opportunities for the City to regulate land uses through site plan review and site-specific mitigation measures rather than denial of proposed projects.

In general, there would be an increase in the amount of developed land uses in the City under the proposed land use plan. Future residential development (through the year 2020) will result in a total of 28,003 dwelling units (primarily single family units). Commercial development will result in a total of 6,100,068 square feet throughout the City. Industrial development could be 4,274,194 under the build-out of the General Plan. This increase in development will occur over the next several decades. Thus, through implementation of the General Plan, specifically the Land Use and Housing Elements, future development of the City will comply with the regional policies adopted by SCAG.

The Land Use Element and the Land Use Policy Map were developed to ensure that the land uses would be developed with consideration to adjacent land uses, physical constraints, and environmentally and visually sensitive resources. The Land Use Element evaluates areas which would be impacted by future development. Where necessary, development in such areas will be limited, or in some situations prohibited. Thus, residential land uses will not be developed in areas with severe physical constraints. The lower density residential dwelling units are designated for areas which require more sensitive planning, including those containing visual resource. Conversely, the most intensive residential uses will be located in areas currently developed with denser residential or commercial uses. The distribution of land use has been designed to reflect existing development patterns which prevents disruption of existing communities and the character of Lakewood. Land use designations were established and the Land Use Policy Map was designed to ensure that the most appropriate land uses would be located in the most appropriate environmental locations as well being sited in areas which are the most compatible with adjacent existing and planned land uses. The commercial land use designations require adequate buffers as part of the design. The requirements of the different land use designations must be met prior to project approval.

The following provides an analysis of potential land use impacts, assessed against the criteria of significance for land use impacts provided in Section IV.A.2, for each area or site that is proposed to have its land use designation changed under the proposed General Plan update. These map changes are reflected in the proposed Land Use Policy Map (see preceding Figure III.3).

Land Use Element/Policy Map Change #1: Railroad right-of-way between Carson St. and northern City limits.

Current General Plan Designation:	Manufacturing/Industrial
Existing Zoning:	M-1 (Light Manufacturing)
Existing Development/Land Uses:	Railroad right-of-way
Recommended General Plan Designation:	Public/Quasi-public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing public/quasi-public land uses on the site. Adjacent land uses are compatible with the open space designation. The reduction in the acreage designated for manufacturing and industrial development will be compensated by additional land elsewhere in the City more suitable to be designated for manufacturing/ industrial uses.

Land Use Element/Policy Map Change #2: Area at the southeast corner of Downey Avenue and South Street.

Current General Plan Designation:	Public and Quasi-public
Existing Zoning:	C-4 (General Commercial)
Existing Development/Land Uses:	Gas (service) station
Recommended General Plan Designation:	Commercial
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing commercial land uses. Adjacent land uses are compatible with the commercial uses and, therefore, the proposed designation. The reduction in the acreage designated for public and quasi-public development will be compensated by additional land elsewhere in the City designated for public and quasi-public uses.

Land Use Element/Policy Map Change #3: West side of Hayter Avenue between Candlewood Street and Hardwick Street.

Current General Plan Designation:	Single-family Residential
Existing Zoning:	M-F-R (Multi-family, Residential)
Existing Development/Land Uses:	Two (2) churches
Recommended General Plan Designation:	Medium/High Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the public/quasi-public (churches) and, therefore, the proposed designation.

Land Use Element/Policy Map Change #4: Southeast corner of Candlewood Street and Oliva Avenue.

Current General Plan Designation:	Public/Quasi-public
Existing Zoning:	C-4 (General Commercial)
Existing Development/Land Uses:	Commercial
Recommended General Plan Designation:	Commercial
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with commercial uses, therefore, the proposed General Plan designation. The reduction in the acreage zoned for public/quasi-public purposes will be compensated by additional land elsewhere in the City designated and zoned for commercial uses.

Land Use Element/Policy Map Change #5: Oliva Avenue and south of Candlewood Street.

Current General Plan Designation:	Commercial
Existing Zoning:	C-4 (General Commercial)
Existing Development/Land Uses:	Weingart Senior Center
Recommended General Plan Designation:	Public/Quasi-Public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the Weingart Senior Center (a public and quasi-public use) and, therefore, the proposed designation. The reduction in the acreage designated for commercial development will be compensated by additional land elsewhere in the City designated for commercial uses.

Land Use Element/Policy Map Change #6: East side of Clark Avenue south of Mayfair Park.

Current General Plan Designation:	Multiple-family, Residential
Existing Zoning:	MFR (Multiple-Family Residential)
Existing Development/Land Uses:	Burns Community Center
Recommended General Plan Designation:	Public/Quasi-Public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the public and quasi-public uses and, therefore, the proposed designation. The reduction in the acreage designated for multi-family residential

development will be compensated by additional land elsewhere in the City more suitable to be designated for multi-family uses.

Land Use Element/Policy Map Change #7: A single parcel on the west side of Woodruff Avenue between Ashworth Street and Allington Street.

Current General Plan Designation:	Medium/High Density Residential
Existing Zoning:	MFR (Multiple-Family Residential)
Existing Development/Land Uses:	SCE owned substation
Recommended General Plan Designation:	Public/Quasi-Public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the public and quasi-public uses and, therefore, the proposed designation. The reduction in the acreage designated for multi-family residential development will be compensated by additional land elsewhere in the City more suitable to be designated for multi-family uses.

Land Use Element/Policy Map Change #8: West side of Roseton Avenue, north of 209th Street and south of 207th Street.

Current General Plan Designation:	Single-family Residential
Existing Zoning:	MFR (Multi-family, Residential)
Existing Development/Land Uses:	Multi-family (apartments)
Recommended General Plan Designation:	Medium/High Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the multi-family uses on the site and, therefore, the proposed designation. The reduction in the acreage designated for single-family purposes will be compensated by additional land elsewhere in the City designated for single-family development.

Land Use Element/Policy Map Change #9: Three blocks between 209th St., Arline Ave., Centralia Road and Horst Ave.

Current General Plan Designation:	Multi-family residential
Existing Zoning:	R-1 (Single-Family Residential)
Existing Development/Land Uses:	44 single-family homes and apartments
Recommended General Plan Designation:	Low Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will

bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the single-family homes and, therefore, the proposed designation. The reduction in the acreage designated for multi-family residential development will be compensated by additional land elsewhere in the City designated for multi-family uses.

Land Use Element/Policy Map Change #10: A single parcel on the south side of 209th Street, between Norwalk Blvd. and Hornlake Avenue.

Current General Plan Designation:	Public/Quasi-public
Existing Zoning:	C-1 (Neighborhood Commercial)
Existing Development/Land Uses:	Commercial
Recommended General Plan Designation:	Commercial
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing commercial land uses. Adjacent land uses are compatible with the commercial uses on the site and the corresponding land use designation. The reduction in the acreage designated for public/quasi-public land will be compensated by additional land elsewhere in the City more suitable to be designated for public uses.

Land Use Element/Policy Map Change #11: South of Centralia Street west of Claretta Avenue and the City limits.

Current General Plan Designation:	Multi-family Residential
Existing Zoning:	R-1 (Single-Family Residential)
Existing Development/Land Uses:	More than 50 single-family homes
Recommended General Plan Designation:	Low Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the single-family homes and, therefore, the proposed designation. The reduction in the acreage designated for multi-family residential development will be compensated by additional land elsewhere in the City more suitable for multi-family uses.

Land Use Element/Policy Map Change #12: A portion of the central area of the Lakewood Center Mall.

Current General Plan Designation:	Public/Quasi-public
Existing Zoning:	C-4 (General Commercial)

Existing Development/Land Uses:	Commercial retail
Recommended General Plan Designation:	Commercial
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing commercial land uses. Adjacent land uses are compatible with the commercial retail use on this 9.64 acre site and, therefore, the proposed designation. The reduction in the acreage designated for public-quasi-public uses will be compensated by additional land elsewhere in the City designated for public uses.

Land Use Element/Policy Map Change #13: Northwest corner of Harvey Way and Ostrom Avenue.

Current General Plan Designation:	Proposed park
Existing Zoning:	R-1 (Single Family Residential)
Existing Development/Land Uses:	40 (approximately) single-family homes.
Recommended General Plan Designation:	Low Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing single-family residential land uses. Adjacent land uses are compatible with the single-family homes and, therefore, the proposed designation. The reduction in the acreage designated for park purposes will be compensated by additional land elsewhere in the City more suitable for park uses.

Land Use Element/Policy Map Change #14: Southwest corner of Pioneer Blvd. and 205th Street.

Current General Plan Designation:	Proposed park
Existing Zoning:	MFR (Multi-family Residential)
Existing Development/Land Uses:	Multi-family units (apartments).
Recommended General Plan Designation:	Medium/High Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the multiple-family development and, therefore, the proposed designation. The reduction in the acreage designated for park purposes will be compensated by additional land elsewhere in the City designated for park uses.

Land Use Element/Policy Map Change #15: Northerly portion of the Lakewood Golf Course

Current General Plan Designation:	Proposed park
Existing Zoning:	OS (Open Space)
Existing Development/Land Uses:	Golf course
Recommended General Plan Designation:	Open Space
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the open space designation. The reduction in the acreage designated for park land will be compensated by additional land elsewhere in the City more suitable to be designated for park development.

Land Use Element/Policy Map Change #16: Southwest corner of Paramount Blvd. and Greentop Street.

Current General Plan Designation:	Proposed park
Existing Zoning:	R-1 (Single-Family Residential)
Existing Development/Land Uses:	40 (approximately) single-family homes.
Recommended General Plan Designation:	Low Density Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the single-family homes and, therefore, the proposed designation. The reduction in the acreage designated for park purposes will be compensated by additional land elsewhere in the City designated for park uses.

Land Use Element/Policy Map Change #17: Area located southwest of the intersection of Downey Avenue and Candlewood Street.

Current General Plan Designation:	Single-family Residential
Existing Zoning:	O-S (Open Space)
Existing Development/Land Uses:	Water Reservoir
Recommended General Plan Designation:	Public/Quasi-Public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the public/quasi-public uses (water reservoir) on the site and, therefore, the proposed designation. The reduction in the acreage designated for single-family residential development will be

compensated by additional land elsewhere in the City designated for single-family homes.

Land Use Element/Policy Map Change #18: Near the northeast corner of Woodruff Avenue and South Street.

Current General Plan Designation:	Commercial
Existing Zoning:	C-4 (General Commercial)
Existing Development/Land Uses:	Three (3) apartment buildings
Recommended General Plan Designation:	Multiple-family, Residential
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the multiple-family uses and, therefore, the proposed designation. The reduction in the acreage designated for commercial development will be compensated by additional land elsewhere in the City more suitable to be designated for commercial development.

Land Use Element/Policy Map Change #19: Northwest corner of Adenmoor Avenue and Rocket Street.

Current General Plan Designation:	Multiple-family, Residential
Existing Zoning:	C-1(Neighborhood Commercial)
Existing Development/Land Uses:	Commercial
Recommended General Plan Designation:	Commercial
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into conformity with existing land uses. Adjacent land uses are compatible with the commercial uses and, therefore, the proposed designation. The reduction in the acreage designated for multi-family residential development will be compensated by additional land elsewhere in the City designated for multi-family uses.

Land Use Element/Policy Map Change #20: Two parcels (one on the east and one on the west) on Palo Verde Avenue north of Del Amo Blvd.

Current General Plan Designation:	Low-density Residential
Existing Zoning:	R-1 (Single Family)
Existing Development/Land Uses:	Water tanks
Recommended General Plan Designation:	Public/Quasi-public
Analysis:	The proposed amendment to the Land Use Policy map will not create an adverse effect on the physical environment. The amendment will bring the Land Use Element designation into

conformity with existing land uses. Adjacent land uses are compatible with the existing water tanks on the two sites and, therefore, the proposed land use designation. The reduction in the acreage designated for low density residential development will be compensated by additional land elsewhere in the City designated for residential uses.

The General Plan was developed to preserve, conserve, and maintain open space, as it is considered a valuable natural resource. However, although the General Plan's proposed land use designations would result in a slight reduction in acreage designated for open space, these are portions of the City that are not currently developed (and, as such could be considered vacant open space) and will be developed with residential uses. In addition, the City proposes to increase the acreage devoted to public and quasi-public uses. As a result, existing and projected demands for open space will continue to be met by the City.

Impacts may result from the projected increase in development density and associated activities (with resulting traffic, air quality degradation, surface runoff, noise, or other impacts) or incompatibilities between land use types. Additionally, increased development may impact earth, water, aesthetic, biological and other natural resources within the City.

The General Plan contains several policies which are designed to protect and preserve the natural resources and the existing character of the City and prevent intrusive and incompatible uses. The majority of land use would continue to be low density, single-family residential development. Future additional commercial development would be designed to meet the future needs of the residents of the City and create a more economically viable City. Therefore, with the implementation of the policies and implementation policies contained within the General Plan, it is not anticipated that buildout and future development proposed by the General Plan will result in significant adverse impacts to existing land uses.

The General Plan contains several goals, policies, and implementation measures which address the issue of preservation, protection, maintenance, and enhancement of the quality of life in Lakewood. The following mitigation measures summarize the policies and implementation policies found in the City's Land Use Element. These programs and policies will prevent incompatible uses, degradation of the existing character of the City, and unmanaged growth.

Land Use Goal 1: Preserve and enhance Lakewood's desirable residential character.

Policies:

- 1.1 Encourage the on-going investment in Lakewood's single family housing stock by providing support for home remodels and expansions.
- 1.2 Protect and maintain Lakewood's parks, bikeways, and other recreational opportunities.
- 1.3 Protect property values through code enforcement activities to abate zoning and building code violations.
- 1.4 Assist senior and lower income home owners in maintaining their properties.

Land Use Goal 2: Goal: Ensure existing and proposed commercial uses are compatible with adjacent residential land uses.

Policies:

- 2.1 Continue identifying and mitigating noise, traffic, and visual impacts of existing and proposed commercial sites using the Development Review Board.
- 2.2 In accordance with the City's zoning ordinance, ensure compatible commercial uses are situated adjacent to existing residential uses.
- 2.3 Continue to make City staff available to assist with the architectural review of new and existing business construction proposals and remodels.
- 2.4 Continue to use the City's service request and code enforcement programs to correct building and zoning code violations.

Land Use Goal 3: Ensure the Lakewood Town Center is maximized to achieve the greatest benefit to the City.

Policies:

- 3.1 Encourage the development, reuse, and expansion of vacant and under utilized lands at Lakewood Square, Lakewood Center Mall and the Civic Center.
- 3.2 Encourage mixed uses at the mall that situate housing, jobs, daily needs within walking distance of each other.

Land Use Goal 4: Encourage diversity, quality, and innovation in Citywide land use.

Policies:

- 4.1 Encourage innovative transportation mechanisms such as joint use parking for park-and-ride facilities, implementation of transit links to both the Blue and Green Lines, and optimization of the City's bus service.
- 4.2 Utilize specific plans (Government Code 65450 et seq.) to maximize the City's ability to create quality living environments and to address special land use challenges.

Land Use Goal 5: Encourage industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs- housing balance, abating local and regional traffic congestion.

Policies:

- 5.1 Support the development of industrial and commercial uses at the appropriate underutilized sites with those uses that provide job opportunities for the local labor force.
- 5.2 Consider, in any subsequent zoning ordinance revisions, inducements which may be granted to secure projects contributing to a greater balance between job and housing opportunities in Lakewood. This may include allowing development at greater densities.
- 5.3 In accordance with the City's zoning ordinance, ensure compatibility when industrial and commercial uses become situated near existing residential areas, or other low intensity uses.
- 5.4 Ensure that off-street parking is provided in conjunction with the development of underutilized industrial and commercial sites.

Land Use Goal 6: Physical improvements within the City shall be attractive and relate well with the surrounding setting and landscape. Less pleasing aspects of development shall be tempered with appropriate physical and/or

landscape designs.

Policies:

- 6.1 Temper the less pleasing aspects of development, such as commercial signs, above ground storage tanks, parking lots, large expanses of plain or stucco walls, roof mounted equipment, etc.
- 6.2 Continue to make City staff available to assist with the design review of construction proposals and remodels.

Land Use Goals 7: To encourage all residents and property owners to contribute to the visual quality of the City by making improvements to, and maintaining, their property at the highest standard that creates pride and a sense of identify.

Policies:

- 7.1 Support the on-going investment in Lakewood's single-family housing stock by encourage home remodels and expansions.
- 7.2 Assist senior and lower income home owners with the maintenance of their properties.

The goals and policies will be implemented through the following programs. Implementation programs are the tools directly used to carry out the general plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

- Program 1. Continue to utilize the Development Review Board (DRB) for reviewing development projects. The City should examine methods of encouraging property owners to seek the assistance of the DRB. *(See policies 1.1, 2.1, 2.2, 2.3, 5.3, 5.4, 6.1, 6.2 and 7.1)*
- Program 2. Continue to hold the Lakewood Beautiful Program, and search for other incentives for homeowners to improve their property. *(See policies 1.1, 3.1, 3.2 and 7.1)*
- Program 3. The City shall actively participate in the development and implementation of the regional bikeway master plan, and shall explore ways of connecting Lakewood bikeways to those of other cities. *(See policies 1.2, 2.1, 3.2, 4.1, 4.3 and 6.1)*
- Program 4. Ensure that Capital Improvement Programs meet the needs of residents with regards to improving existing parks, bikeways and other recreational opportunities. *(See policies 1.2, 2.1, 3.2, 4.1, 4.2 and 6.1)*
- Program 5. Continue to utilize the City's code enforcement department to resolve code violations and other related issues. *(See policies 1.3, 2.1, 2.4 and 6.1)*
- Program 6. Input code enforcement case locations into the Geographic Information System, to identify those neighborhoods with chronic code violation problems. *(See policies 1.3, 2.1, 2.2, 2.4 and 6.1)*
- Program 7. Continue to administer the home loan program and to aggressively search for additional funding sources. *(See policies 1.1, 1.4 and 7.2)*
- Program 8. Create a program where volunteers assist other property owners with maintenance and repair of residential properties. *(See policies 1.1, 1.4 and 7.2)*

- Program 9. Utilize a Geographic Information System to construct models of traffic circulation and parking resources and continue to analyze the feasibility of creating joint use parking districts where appropriate. *(See policies 2.1, 2.2, 3.1, 4.1, 5.2, 5.3, 5.4 and 6.1)*
- Program 10. Explore alternative forms of zoning such as overlay zoning and performance zoning, to allow residential uses to be integrated into large commercial centers, and to increase commercial and industrial floor area ratios. *(See policies 2.2, 3.1, 3.2, 5.1, 5.2 and 5.4)*
- Program 11. Survey other cities to determine development standards for mixed use projects. *(See policies 2.2, 3.1 and 3.2)*

In conclusion, the proposed update of the Lakewood General Plan, particularly the Land Use Element, will not result in significant impacts to the physical environment. The proposed General Plan update includes policies and programs that will ensure that potential impacts are reduced to less than significant levels. In terms of the criteria of significance, the following conclusions can be made:

- The proposed Land Use Element will not result in any long-term jobs/housing ratio or housing type ratio inconsistent with the regional policies adopted by SCAG, including inconsistency with adopted regional plans and policies related to growth.
- The proposed Land Use Policy map will not result in locating residentially-designated parcels or residential units adjacent to incompatible land uses. In fact, the proposed Land Use Policy map has been specifically developed to remove potential conflicts between land uses.
- As noted, the proposed Land Use Element will not create substantial incompatibilities between land uses.
- The proposed Land Use Element will have a population and non-residential development build-out that will be greater than current conditions. However, the increase in both population and non-residential development can be accommodated by the City's public services (see Section IV.G of this Master EIR for more detail), public utilities (see Section IV.F of this Master EIR) and the City's circulation system (see Section IV.B of this Master EIR). Therefore, the projected increase in intensity/density of development compared to existing conditions can be accommodated without any significant effect on the physical environment.
- The proposed Land Use Element will not result in a substantial change in the existing land use pattern of the City nor create land use nonconformities.

IV.A.5 Mitigation Measures

The proposed General Plan update includes policies and programs that will reduce potential land use impacts to less than significant levels. No additional mitigation measures are necessary.

IV.A.5 Impacts After Mitigation Measures

Following implementation of the mitigation measures described above, there will be no adverse impacts as a result of implementation of the Lakewood Updated General Plan.

IV.B: Traffic and Circulation**IV.B.1: Environmental Setting**

The following section includes a brief description of the circulation network found within the Lakewood planning area. More detailed descriptions are contained in the Circulation Technical Background Report prepared for the City as part of the General Plan program (on file with the City Community Development Department, as identified in Section I.B of this Master EIR). This summary of the data found in those documents is hereby incorporated by reference.

Streets and HighwaysStreet Circulation System

Lakewood's street circulation system is arranged on a hierarchial grid pattern. The most heavily traveled routes in and around the city are freeways, followed by major arterials, minor arterials, collector streets and then local streets. Local streets provide direct access to properties and are typically designed to discourage through traffic. Right-of-way width standards and street classifications are depicted below in Table IV.B.1 and in Figure IV.B.1.

Table IV.B.1: Roadway Classification and Right-of-Way Standards

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	ROADWAY WIDTH	MINIMUM WIDTH FOR STREETS PROVIDING MFR ACCESS*
Arterials:			
Major	100'	84'	84'
Minor	80'	64'	64'
Collector Streets:	60'	36'	40'
Local Streets:	60'	36'	40'

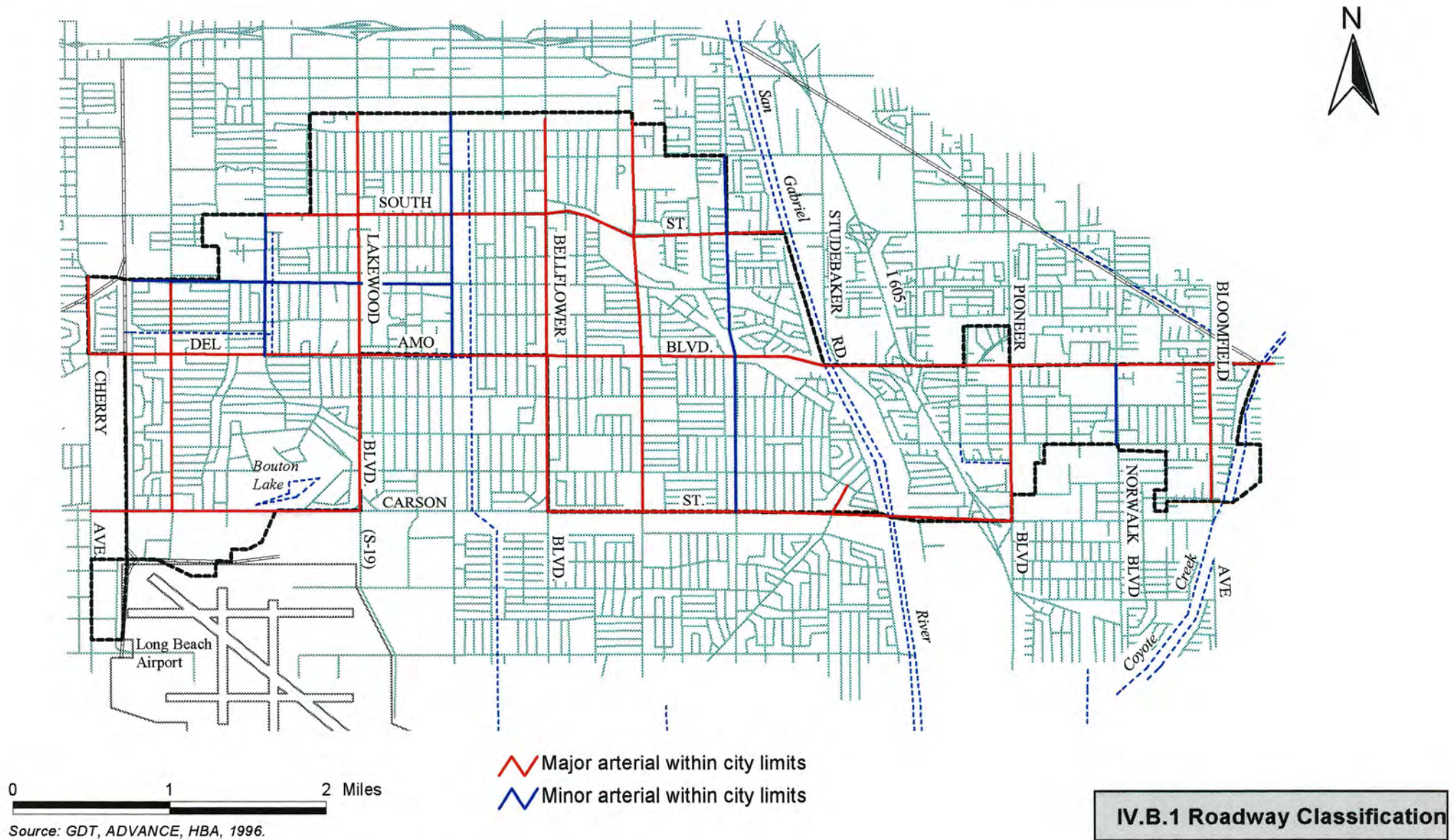
*MFR stands for Multiple Family Residential zoning

The Technical Background Report lists all of the major and minor arterials roadways and collector streets, including the standards for rights-of-way and pavement widths, existing roadway widths and the number of lanes.

Average Daily Traffic Volumes

The Average Daily Traffic, or ADT, together with information regarding roadway widths and lane configurations, are used to determine the capacity utilization or Volume to Capacity (V/C) ratios for each roadway link. For a detailed explanation on how the V/C ratio is calculated, please refer to the Technical Background Report.

Using roadway capacity information, the corresponding Level of Service (LOS) is determined for each roadway link. LOS is the ratio of measured traffic volume to the carrying capacity of the roadway or intersection. Based on this ratio, letter designations are assigned to ranges of LOS to describe the quality of traffic flow. Since LOS "D" is generally accepted as the minimum design level for urban areas, those links below LOS "D" are considered deficient based on current traffic demand. Since peak hour will always represent the worst case for LOS, each segment was analyzed during the peak hour and in the peak direction. No segments were found to be operating below LOS "D".



Level-of-Service

The concept of level of service (LOS) is normally used to describe the ability of a roadway to accommodate prevailing traffic volumes at the critical intersections based on the physical characteristics of the roadway. LOS ranges from "A" (which represents uncongested free-flow conditions) to "F" (representing total breakdown with stop-and-go operation). LOS definitions are presented in more detail in Table IV.B.2. Caltrans has established that State Highways intersections have reached capacity when their LOS declines to E and that an acceptable operation is LOS D.

Table IV.B.2: Intersection Level-of-Service Definitions

Level Of Service	Volume-To-Capacity (V/C) Ratio	Operating Conditions
A	0.00-0.60	At Level-of-Service A there are no cycles which are fully loaded, and full are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60-0.70	Level-of-Service B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.
C	>0.70-0.80	In Level-of-Service C station operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80-0.90	Level-of-Service D encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90-1.00	Level-of-Service E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	Level-of-Service F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.
Source: Congestion Management Program for Los Angeles County Final Draft, September 1992.		

Intersection Turning-Movement Counts

During June and July 1989, both A.M. and P.M. peak period turning-movement counts were conducted at 24 signalized intersections. The counts were conducted at the identified intersections in order to assess the existing traffic conditions along the major arterial roadways. These turning movement counts have been adjusted using 24-hour traffic volumes collected in 1992.

The 24 intersections were chosen based on their 24-hour traffic volumes, together with consideration for gathering sufficient data to evaluate the traffic signal systems along each corridor. The peak-hour capacity utilization was calculated for each intersection, using the Intersection Capacity Utilization (ICU) method of analysis. In addition, the corresponding Level of Service (LOS) was determined for each intersection for each peak period. The results of the analysis are summarized in Table IV.B.3.

Table IV.B.3: Existing Levels of Service (est'd. 1992)

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
South St. at Palo Verde Ave.	0.63	B	0.69	B
South St. at Canehill Ave.	0.55	A	0.52	A
South St. at Woodruff Ave.	0.71	C	0.81	D
South St. at Bellflower Ave.	0.73	C	0.84	D
South St. at Clark Ave.	0.70	C	0.99	E
Del Amo Blvd. at Studebaker Rd.	0.95	E	0.79	C
Del Amo Blvd. at Palo Verde Ave.	0.75	C	0.94	E
Del Amo Blvd. at Woodruff Ave.	0.84	D	0.90	E
Del Amo Blvd. at Bellflower Ave.	0.90	E	0.89	D
Del Amo Blvd. at Clark Ave.	0.87	D	1.01	F
Del Amo Blvd. at Graywood Ave.	0.69	B	0.96	E
Del Amo Blvd. at Downey Ave.	0.82	D	0.78	C
Del Amo Blvd. at Paramount Ave.	0.87	D	0.75	C
Paramount Ave. at Carson St.	0.59	A	0.77	C
Paramount Ave. at Candlewood St.	0.55	A	0.72	C
Clark Ave. at Hardwick St.	0.33	A	0.51	A
Clark Ave. at Candlewood St.	0.56	A	0.71	C
Clark Ave. at Hedda St.	0.35	A	0.48	A
Clark Ave. at Ashworth St.	0.45	A	0.46	A
Bellflower Ave. at Candlewood St.	0.61	B	1.05	F
Woodruff Ave. at Harvey St.	0.41	A	0.60	A
Lakewood Blvd. at South St.	0.67	B	0.91	E
Lakewood Blvd. at Candlewood St.	0.68	B	0.91	E
Lakewood Blvd. at Del Amo Blvd.	0.58	A	0.80	D
Source: City of Lakewood.				

As shown in Table IV.B.3, except for Del Amo at Studebaker, all intersections indicated operated at LOS "D" or better during the A.M. peak period. Five ~~Seven~~ intersections operated at LOS "E" or "F" during the P.M. peak period.

State and federal mandates require Lakewood and its neighboring communities to collectively solve the region's transportation and related air quality problems. In order to reduce the number of vehicle miles traveled (VMT), during the next two decades the City and private industry may facilitate car pooling and other transportation programs which decrease resident's dependency on the automobile.

Public Transportation

Public transportation in the City of Lakewood is offered by three public transit providers: Long Beach Transit District, Los Angeles County Metropolitan Transportation Authority (MTA), and Orange County ~~Transportation Authority (OCTA)~~.

Long Beach Transit District: Long Beach Transit District has routes traveling in a north-south and east-west direction along several of Lakewood's main arterials. Long Beach Transit provides public transportation throughout Long Beach and other south bay cities with bus connections to Orange, San Bernardino, and Ventura Counties, and points of destination throughout the greater Los Angeles Basin.

The Los Angeles County Metropolitan Transportation Authority (MTA): MTA has two routes traveling in an east-west direction throughout portions of Lakewood. MTA bus service provides both direct and connecting public transportation service to points throughout Southern California.

Orange County ~~Transportation Authority (OCTA)~~: ~~OCTA~~ has one route traveling through the eastern portion of the City bordering the City of Cerritos. ~~OCTA~~ buses provide public transportation service to Orange County and Long Beach area points of destination, with connecting service to Southern California Rapid Transit District and Long Beach Transit District bus routes.

"Dependable, Accessible, Senior and Handicapped Transportation" (DASH): DASH is a free transportation service operated by the City. DASH travels within and outside the City's boundaries to serve its riders' destinations. Dial-a-Lift is a fee-for-service transit system provided for Lakewood residents by the Long Beach Transit System. Both of these transit services are available to senior and handicapped individuals.

The MTA Blue Line: The Blue Line, which opened in 1990, extends from downtown Long Beach to downtown Los Angeles. At the present time, the closest Blue Line station to Lakewood is located in the vicinity of the Long Beach Freeway on Del Amo Boulevard. The station is serviced by the MTA and Long Beach Transit. In 1991, it was estimated the Blue Line provided transportation for 12,000 riders per day.

The MTA Green Line: The Green Line utilizes the center of the I-105 Glen Anderson Freeway. Buses and the Blue Line provide connecting services to most Green Line stations.

The MTA Red Line: The Red Line, which connects to the Blue Line, provides transportation from Union Station to downtown destinations as far as MacArthur Park.

Bicycle Routes

Most of Lakewood's bicycle route system is consistent with the City's existing bikeway plan.

The bikeway routes will be integrated with the regional bikeway system, now under development. The three classifications of bicycle routes in Lakewood are as follows:

Class I Bikeway (Bike Path) provides for bicycle travel on rights-of-way, separate from streets and highways. Bike paths serve corridors that are not accessible by streets or highways or where wide rights-of-way exist. Common applications for bike paths are along rivers, ocean fronts, utility rights-of-ways, college campuses, and within and between parks.

Class II Bikeway (Bike Lane) provides a striped one-way travel lane on a street or highway. Bike lanes are common along streets where there is significant bike demand and adequate pavement width. They accommodate bicyclists through corridors where sufficient room exists for safe bicycling on street.

Class III Bikeway (Bike Route) provides shared use with pedestrians and motor vehicles. Bike routes provide continuity to other bicycle facilities (usually Class II) and guide bicyclists to preferred travel routes.

Figure IV.B.2 shows Lakewood's existing designated bicycle routes.

Truck Routes

The following streets are designated by the City as truck routes and are designed as unrestricted and through-passage truck routes. These streets are designed for use of vehicles in excess of 6,000 pounds within the City of Lakewood:

- Bellflower Boulevard (north City limits to South Street)
- Carson Street
- Cherry Avenue
- Lakewood Boulevard
- Pioneer Boulevard
- South Street
- Woodruff (north City limits to South Street)

Figure IV.B.3 shows the truck routes in Lakewood. The truck routes in Lakewood connect with truck routes in adjacent cities to form an integrated surface street network for the movement of trucks.

Railroads

Railroad Freight Service: Two Union Pacific Railroad lines traverse the western portion of the City in a north/south direction. One line traverses the northwest corner of the City diagonally and operates several times during the course of a 24 hour period, depending on customer needs. This line provides access to the Ports of Long Beach and Los Angeles. Activity on this rail line will likely remain heavily used until the completion of the "Alameda Corridor." The second line is a branch line that normally operates just once a day, and connects with the aforementioned line just north of Candlewood Street. A Southern Pacific Railroad branch line passes a corner of the City near Del Amo Boulevard and the Los Angeles/Orange County line. This line does not currently provide service to Lakewood and normally operates once a day.

Railroad Passenger Service: Currently, railroad passenger service is not provided to Lakewood. The nearest Amtrak station is located approximately eight miles to the

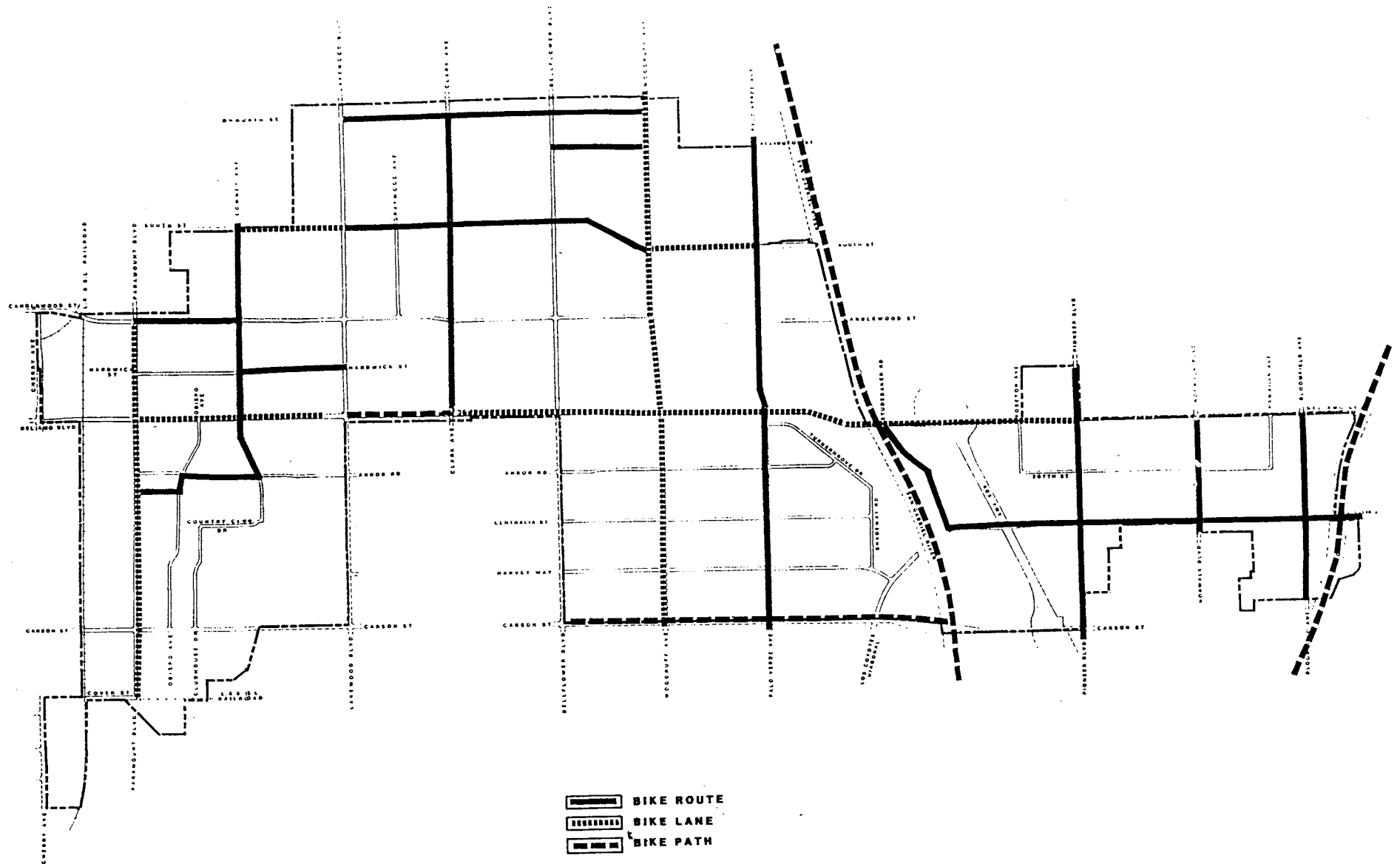
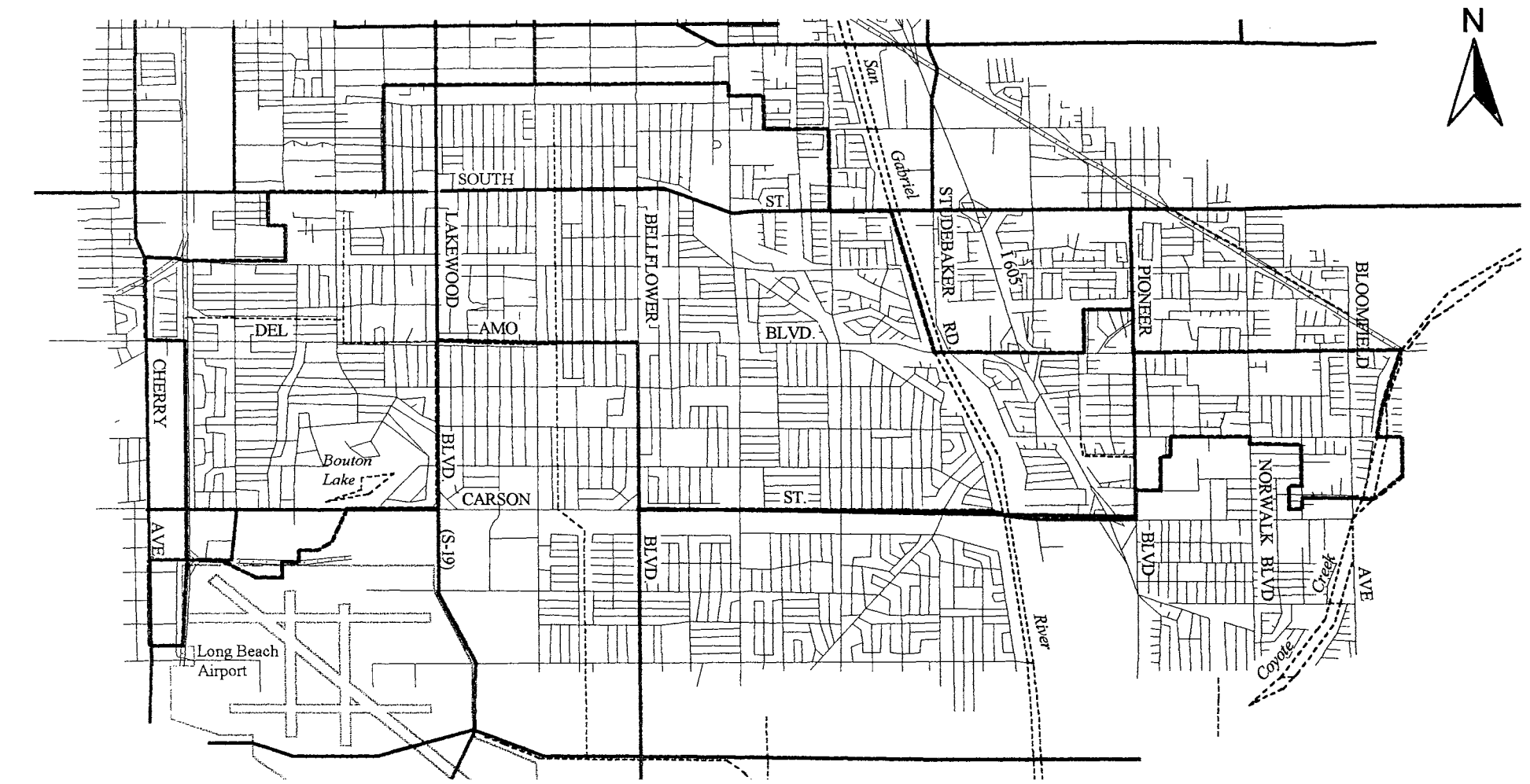


Figure IV.B.2: Existing Bicycle Routes



 Existing Truck Route



Source: GDT, ADVANCE, The Star Group, HBA, 1996.

IV.B.3 Existing Truck Routes

north, in the City of Commerce. The second nearest station is located approximately twelve miles to the east, in the City of Fullerton. The Fullerton station is also utilized by Metrolink commuter trains. A closer Metrolink commuter rail station is about six miles to the north, in the City of Santa Fe Springs.

Airports

Long Beach Airport: Long Beach Airport lies south of Lakewood, in the City of Long Beach, between Cherry Avenue and Lakewood Boulevard. Long Beach Airport provides limited service to destinations inside of the United States.

Los Angeles International Airport: Los Angeles International Airport is located about 15 miles northwest of Lakewood. The airlines flying out of Los Angeles International Airport provide service to destinations within the United States and abroad.

John Wayne Airport-Orange County: John Wayne Airport-Orange County, is located about 18 miles southeast of Lakewood. Airlines flying out of John Wayne Airport provide service to destinations inside of the United States.

IV.B. 2: Significance Criteria

Circulation and traffic impacts resulting from the implementation of the City of Lakewood Updated General Plan could be considered significant if they cause any of the following results:

- Generation of substantial additional vehicular movement resulting in substantial impact upon existing transportation systems as measured by traffic increases where the change in volume-to-capacity ratio is greater than or equal to two percent along arterials or at intersections currently operating at levels resulting in LOS "D" or worse.
- Effects on existing parking facilities, or demand for new parking.
- Alterations to present patterns of circulation or movement of people and/or goods.
- Increased traffic hazards to motorists, bicyclists or pedestrians.

IV.B.3: Environmental Impacts

Vehicle Movement

a. Trip Generation

The proposed update of the Lakewood General Plan will, at build-out, result in an increase in the number of daily vehicle trips generated by City-based land uses. Table IV.B.4 indicates the weekday vehicle trip generation rates for the General Plans proposed land uses at build-out.

Table IV.B.4: Land Use Related Trip Generation Rates ¹

Land Use	Weekday Trip Ends	AM Peak Hour		PM Peak Hour	
	Volumes	In	Out	In	Out
Residential (units)					
a. Single Family	9.55	0.19	0.55	0.66	0.35
b.. Multi-family	6.47	0.09	0.42	0.43	0.20
c. Mobile Homes	4.81	0.08	0.32	0.35	0.21
Commercial (trips per 1000 sq. ft.)					
a. Office	14.03	0.19	1.71	0.17	1.70
b. Retail ²	32.09	0.40	0.23	1.63	1.34
Less 20% pass-by trip reduction	25.67	0.32	0.18	1.30	1.07
Industrial	6.97	0.76	0.16	0.12	0.86

Table IV.B.5: Existing Land Use Related Trip Generation

Land Use	Size	Daily Trip Ends	AM Peak Hour		PM Peak Hour	
		Volumes	In	Out	In	Out
Residential						
a. Single Family	22,297 units	212,935	4,235	12,265	14,715	7,805
b.. Multi-family	4,458 units	28,845	400	1,870	1,915	890
c. Mobile Homes	99 units	475	10	30	35	20
Commercial						
a. Office	1,389,836 sq. ft.	19,500	265	2,375	235	2,360
b. Retail	2,932,797 sq. ft.	94,115	1,175	675	4,780	3,930
With 20% pass-by trip reduction		75,290	940	540	3,825	3,145
Industrial	808,212 sq. ft.	5,635	615	130	95	695
TOTAL		325,130	6,465	17,210	20,820	14,915

¹ Source: ITE "Trip Generation," 5th Edition (1991) and ITE "Update of the 5th Edition" (1995).

² ITE Land Use Codes 110 (General Light Industrial), 240 (Mobile Home Park), 210 (Single-Family Detached Housing), 220 (Apartment) and Shopping Center (220) weekday and peak-hour trip generation rates used to forecast traffic volumes.

³ Pass-by trips are attracted from traffic passing the site on an adjacent street that contains direct access to the retail uses.

In addition to the trip generation forecast for the land uses under the build-out assumption for the General Plan, a projection was made of the likely pass-by trips that could be expected for the retail component of the proposed General Plan update. The Trip Generation manual summarizes extensive data which conclude that retail projects draw a large number of patrons from the existing traffic flow on the street(s) adjacent to the site area. For the retail component of the Lakewood General Plan, the Trip Generation manual indicates that a pass-by factor of 39 percent could be expected. That is, 39 percent of the forecasted driveway volume generated by the retail use are already driving by the project area. However, for purposes of being conservative, the retail trip generation forecasts were reduced to only 20 percent for purposes of estimating traffic related impacts at the study intersections.

Daily vehicle trips to be generated by the build-out of proposed General Plan is approximately 374,000 trips per day, as shown in Table IV.B.6. The proposed General Plan at build-out is expected to generate an estimated 9,575 inbound trips and 17,235 outbound during the AM peak hour and 23,925 inbound trips and 18,760 outbound trips during the PM peak hour, respectively.

Table IV.B.6: Projected General Plan-Related Trip Generation

Proposed Land Use	Size	Daily Trip Ends	AM Peak Hour		PM Peak Hour	
		Volumes	In	Out	In	Out
Residential						
a. Single Family	22,324 units	213,195	4,240	12,280	14,735	7,815
b.. Multi-family	5,580 units	36,105	500	2,345	2,400	1,115
c. Mobile Homes	99 units	475	10	30	350	20
Commercial						
a. Office	1,658,728 sq. ft.	11,340	155	1,380	135	1,375
b. Retail	4,441,340 sq. ft.	142,520	1,775	1,020	7,240	5,950
With 20% pass-by trip reduction		114,020	1,420	815	5,790	4,760
Industrial	4,274,194 sq. ft.	29,790	3,250	685	515	3,675
TOTAL		374,135	9,575	17,235	23,925	18,760

The difference in daily trips generated by existing land uses in the City and potential daily trips generated at build-out of the General Plan can be summarized in Table IV.B.7.

Table IV.B.7: Summary of Increase in Daily and Peak-Hour Vehicle Trips

	Daily Vehicle Trip Ends	Peak-Hour Vehicle Trip Ends	
		AM	PM
Existing Land Uses in the City	325,130	23,675	35,735
Build-out of the General Plan	374,135	26,810	42,685
Difference/Increase	49,005 (+ 15.1%)	3,135 (+ 13.2%)	6,950 (+ 19.4%)

b. Trip Distribution

Project-related traffic was distributed to the surrounding street system based on the proposed General Plan of land uses, existing traffic movements, characteristics of the nearby roadway system, and the location of nearby population and employment centers in the region.

c. Impacts Due to Related Projects

In order to make a realistic estimate of on-street conditions prior to the occupancy of the likely build-out the Lakewood General Plan, a list of other known development projects in the area has been prepared. With this information, the potential impact of the proposed General Plan build-out can be evaluated within the context of the cumulative impact of all on-going development. The projects which are likely to have a significant impact on the roadways have been analyzed. As previously noted, growth in background (ambient) traffic has been assumed and applied to the existing traffic volumes at a factor of 1 percent per year to year 2020. This growth assumption is expected to include traffic due to smaller development projects not included in the analysis of related projects.

e. Traffic Impact Analysis

The traffic impact analysis has been based on the following assumptions:

- The Lakewood General Plan build-out will not be achieved by 2020;
- A 1% annual growth in ambient regional traffic was used to estimate future traffic growth;
- The Intersection Capacity Utilization (ICU) method was used to analyze the impacts of the General Plan update and related projects during the AM and PM peak hours at the 21 evaluated key intersection, as defined by the City of Lakewood;
- Capacity restraints of the street system were only slightly accounted for in distributing the expected project and related project traffic volumes. In general, the traffic volumes were distributed by desired travel routes; and
- The impacts of each condition were determined based on the existing street widths and lane configurations.

Levels of Service were determined at the study intersections for the following conditions:

- a. Existing conditions.
- b. Condition (a) plus a 1 percent ambient annual traffic growth up through 2020.
- c. Condition (b) with the completion and occupancy of the related projects.
- d. Condition (c) with completion and occupancy of the proposed project.
- e. Condition (d) with implementation of the internal capture reduction deemed consistent with the goals of the General Plan.
- f. Condition (e) with implementation of mitigation measures.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the intersections. Summaries of the V/C ratios and LOS values for the study intersections during the AM and PM peak hours are shown in Table IV.B.8. Table IV.B.8 indicates that 79 of the 2424 study intersections are operating at LOS E or LOS F under existing conditions during at least one of the daily peak hours:

• South/Clark	PM peak-hour
• Del Amo/Palo Verde	PM peak-hour
• Del Amo/Woodruff	PM peak-hour
• Del Amo/Bellflower	AM peak-hour
• Del Amo/Clark	PM peak-hour
• Del Amo/Graywood	PM peak-hour
• Bellflower/Candlewood	PM peak-hour
• Lakewood/Candlewood	PM peak-hour
• Lakewood/Del Amo	PM peak-hour

Table IV.B.8 shows that during the AM and PM peak hours, 20 of the 21 23 of the 24 study intersections Levels of Service are incrementally increased by the addition of traffic generated by the proposed General Plan update. It is anticipated that the following study intersections, which currently operate at LOS A, B, C or D, will operate at LOS E or F even after the implementation of mitigation measures due to both ambient growth in the area and the addition of traffic from the proposed General Plan update even following implementation of mitigation measures:

• South/Woodruff	PM peak-hour
• South/Bellflower	PM peak-hour
• Del Amo/Studebaker	PM peak-hour
• Del Amo/Woodruff	AM peak-hour
• Del Amo/Bellflower	PM peak-hour
• Del Amo/Clark	AM peak-hour
• Del Amo/Downey	AM peak-hour
• Lakewood/Candlewood	PM peak-hour
• Lakewood/Del Amo	PM peak-hour

As indicated above, although the decrease in operating levels is analyzed for the year 2020, it is anticipated that the traffic impacts from the General Plan may not actually occur until many years later. However, even with the implementation of the mitigation measures below (including policies contained within the General Plan), the increase in traffic which will result in reduced LOS operating levels will be considered a significant impact. As shown in Table IV.B.8, the proposed General Plan update will result in significant impacts (LOS E or F due to the General Plan build-out and not due solely to ambient growth) at six intersections at the AM peak-hour (South/Woodruff; South/Bellflower; South/Clark; Del Amo/Palo Verde; Del Amo/Woodruff; and Del Amo/Downey) and at nine eleven intersections at the PM peak-hour (South/Palo Verde; South/Woodruff; South/Bellflower; Del Amo/Studebaker; Del Amo/Downey; Del Amo/Paramount; Paramount/Carson; Paramount/Candlewood; and Clark/Candlewood; Lakewood/Candlewood, and Lakewood/Del Amo).

The imposition of mitigation measures can reduce impacts (that is, return the projected LOS to a level that would occur without the General Plan update but would occur due to ambient growth) in the AM peak-hour at four of the six impacted intersections (South/Woodruff; South/Bellflower; South/Clark; and Del Amo/Downey) and in the PM peak-hour at four of the nine impacted intersections (Del Amo/Downey; Del Amo/Paramount; Paramount/Carson; and Clark/Candlewood).

Table IV.B.8: Summary of Volume to Capacity Ratios and Levels of Service (AM and PM Peak Hours)

Intersection	Peak Hour	1992 (Estimated)		2020 with Ambient Growth		2020 with Proposed General Plan update		Change Due to Gen. Plan Update		2020 with Mitigation		Change	
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	Significant Impact?	V/C	LOS	V/C	Mitigated?
South/ Palo Verde	AM	0.63	B	0.67	B	0.76	C	0.09	no	0.71	C	0.05	--
	PM	0.69	B	0.73	C	0.81	D	0.08	no	0.76	C	0.05	--
South/ Canehill	AM	0.55	A	0.58	A	0.65	B	0.07	no	0.60	B	0.05	--
	PM	0.52	A	0.55	A	0.66	B	0.11	no	0.61	B	0.05	--
South/ Woodruff	AM	0.71	C	0.75	C	0.85	D	0.10	no	0.80	D	0.05	--
	PM	0.81	D	0.86	D	1.03	F	0.17	yes	1.00	F	0.03	No
South/ Bellflower	AM	0.73	C	0.77	C	0.87	D	0.10	no	0.81	D	0.06	--
	PM	0.84	D	0.89	D	1.07	F	0.18	yes	1.00	F	0.07	No
South/ Clark	AM	0.70	C	0.74	C	0.84	D	0.10	no	0.78	C	0.06	--
	PM	0.99	E	1.04	F	1.20	F	0.16	no	1.15	F	0.05	--
Del Amo/ Studebaker	AM	0.95	E	1.01	F	1.15	F	0.14	no	1.10	F	0.05	--
	PM	0.79	C	0.83	D	1.00	F	0.17	yes	0.95	E	0.05	No
Del Amo/ Palo Verde	AM	0.75	C	0.79	C	0.90	E	0.11	yes	0.85	D	0.05	Yes
	PM	0.94	E	0.99	E	1.18	F	0.19	no	1.12	F	0.06	--
Del Amo/ Woodruff	AM	0.84	D	0.90	E	1.02	F	0.12	yes	0.97	E	0.05	No
	PM	0.90	E	0.95	E	1.12	F	0.17	no	1.07	F	0.05	--
Del Amo/ Bellflower	AM	0.90	E	0.95	E	1.07	F	0.12	no	1.02	F	0.05	--
	PM	0.89	D	0.94	E	1.10	F	0.16	yes	1.05	F	0.05	No
Del Amo/ Clark	AM	0.87	D	0.93	E	1.05	F	0.12	yes	1.00	F	0.05	No
	PM	1.01	F	1.05	F	1.22	F	0.17	no	1.18	F	0.04	--
Del Amo/ Graywood	AM	0.69	B	0.73	C	0.82	D	0.09	no	0.77	C	0.05	--
	PM	0.96	E	1.01	F	1.21	F	0.20	no	1.15	F	0.06	--
Del Amo/ Downey	AM	0.82	D	0.86	D	0.97	E	0.11	yes	0.92	E	0.05	No
	PM	0.78	C	0.82	D	0.95	E	0.13	yes	0.90	D	0.05	Yes
Del Amo/ Paramount	AM	0.87	D	0.93	E	1.05	F	0.12	no	1.00	F	0.05	--
	PM	0.75	C	0.79	C	0.95	E	0.16	yes	0.90	D	0.05	Yes
Paramount/ Carson	AM	0.59	A	0.62	B	0.70	C	0.08	no	0.65	B	0.05	--
	PM	0.77	C	0.81	D	0.96	E	0.15	yes	0.90	D	0.06	Yes

Paramount/ Candlewood	AM PM	0.55 0.72	A C	0.58 0.75	A C	0.65 0.90	C E	0.07 0.15	no yes	0.62 0.87	B D	0.03 0.03	-- Yes
Clark/ Hardwick	AM PM	0.33 0.51	A A	0.35 0.54	A A	0.38 0.64	A B	0.03 0.10	no no	0.37 0.62	A B	0.01 0.02	-- --
Clark/ Candlewood	AM PM	0.56 0.71	A C	0.60 0.75	B C	0.68 0.90	C E	0.08 0.15	no yes	0.64 0.85	B D	0.04 0.05	-- Yes
Clark/ Hedda	AM PM	0.35 0.48	A A	0.38 0.52	A A	0.44 0.58	A A	0.06 0.06	no no	0.41 0.55	A A	0.03 0.03	-- --
Clark/ Ashworth	AM PM	0.45 0.46	A A	0.49 0.50	A A	0.56 0.60	A B	0.07 0.10	no no	0.52 0.56	A A	0.04 0.04	-- --
Bellflower/ Candlewood	AM PM	0.61 1.05	B F	0.65 1.11	B F	0.74 1.30	C F	0.09 0.19	no no	0.70 1.20	C F	0.04 0.10	-- --
Woodruff/ Harvey	AM PM	0.41 0.60	A A	0.44 0.64	A A	0.50 0.77	A C	0.06 0.13	no no	0.46 0.72	A C	0.04 0.05	-- --
Lakewood/ South	AM PM	0.67 0.91	B E	0.72 0.98	C E	0.82 1.10	D F	0.10 0.12	No Yes	0.79 1.04	C F	0.03 0.06	-- No
Lakewood/ Candlewood	AM PM	0.68 0.91	B E	0.73 0.98	C E	0.83 1.10	D F	0.10 0.12	No Yes	0.80 1.04	D F	0.03 0.06	-- No
Lakewood/ Del Amo	AM PM	0.58 0.80	A D	0.63 0.86	B D	0.76 0.98	C E	0.13 0.12	No Yes	0.72 0.91	C E	0.04 0.07	-- No

Source:

Harland Bartholomew & Associates, Inc.

The proposed General Plan update contains goals, objectives, policies, and implementation policies that were designed to mitigate the impacts of future development. These guidelines and actions will be implemented by the City to address citywide concerns. The proposed General Plan update includes policies and programs that, when implemented, will mitigate potential air quality impacts. These programs and policies will reduce the impacts of development on the transportation and circulation systems in the City.

Circulation Goal 1: Maintain a fully developed network of arterial and collector streets which permit the safe and efficient movement of people and goods in harmony with the environment.

Policies:

- 1.1 Require all roadway and transit improvements to conform to the City's adopted roadway standards.
- 1.2 Require dedication of right-of-way and construction of public improvements on streets adjacent to construction projects.
- 1.3 Direct traffic from local streets to the collectors and arterial streets to reduce traffic on local streets and improve neighborhood safety and environmental quality.
- 1.4 Coordinate with other jurisdictions to develop a system of highways and arterials which meet the demand for regional transportation.
- 1.5 Continue to monitor and improve roadways and intersections to achieve optimum service levels adjacent and leading to the Lakewood Center Mall.
- 1.6 Maintain a Level of Service (LOS) D or better for all roadway segments and intersections.
- 1.7 Manage on-street parking to preserve convenient accessibility for residential and commercial uses, while regulating parking to provide for safety and sanitation.
- 1.8 For improved safety, driveway aprons should be located as far as possible from all intersections, or whenever conditions allow, a minimum of 100 feet from all intersections.

Circulation Goal 2: Abate local traffic congestion associated with the development of new industrial and commercial uses at underutilized sites.

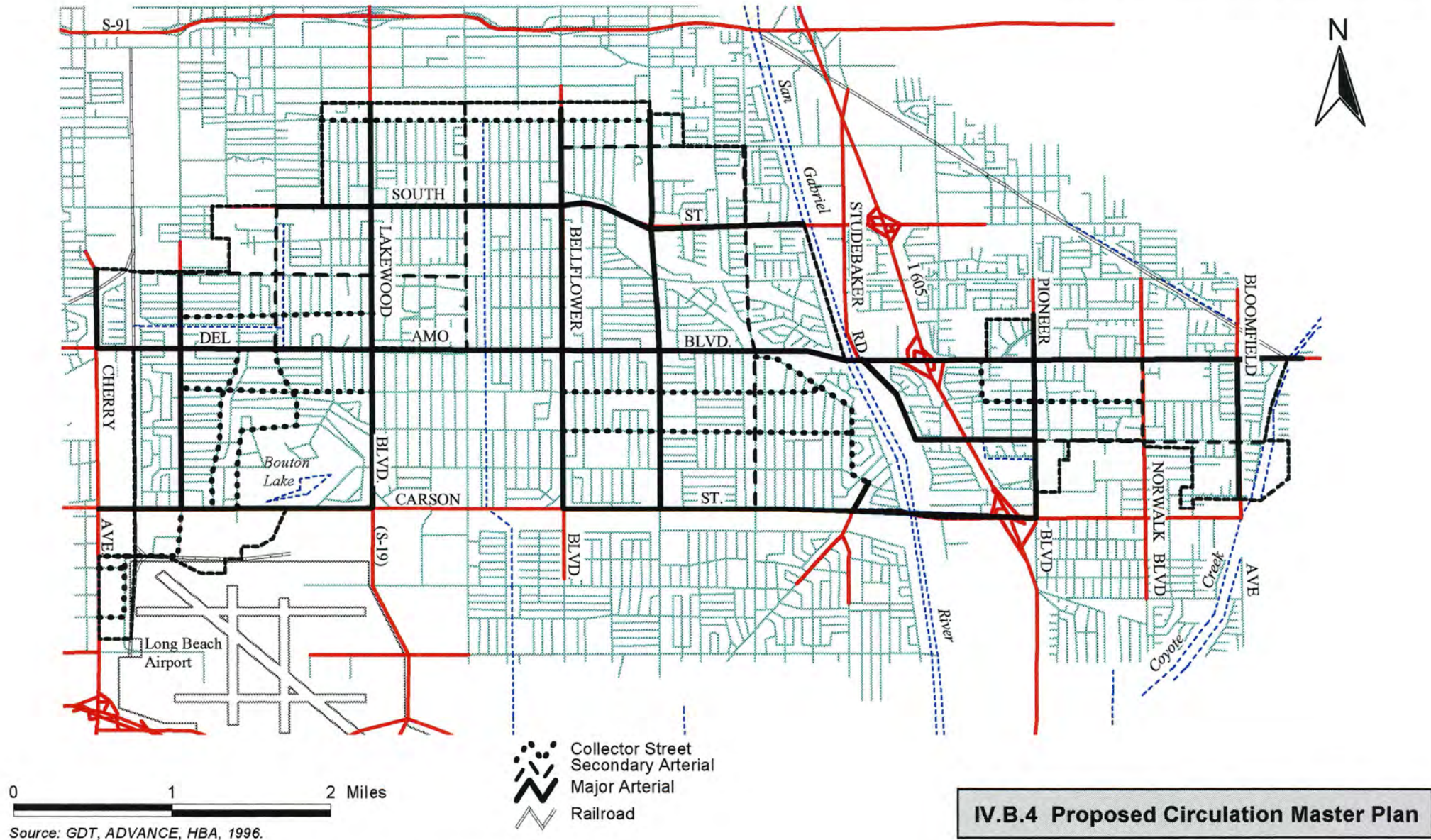
Policies:

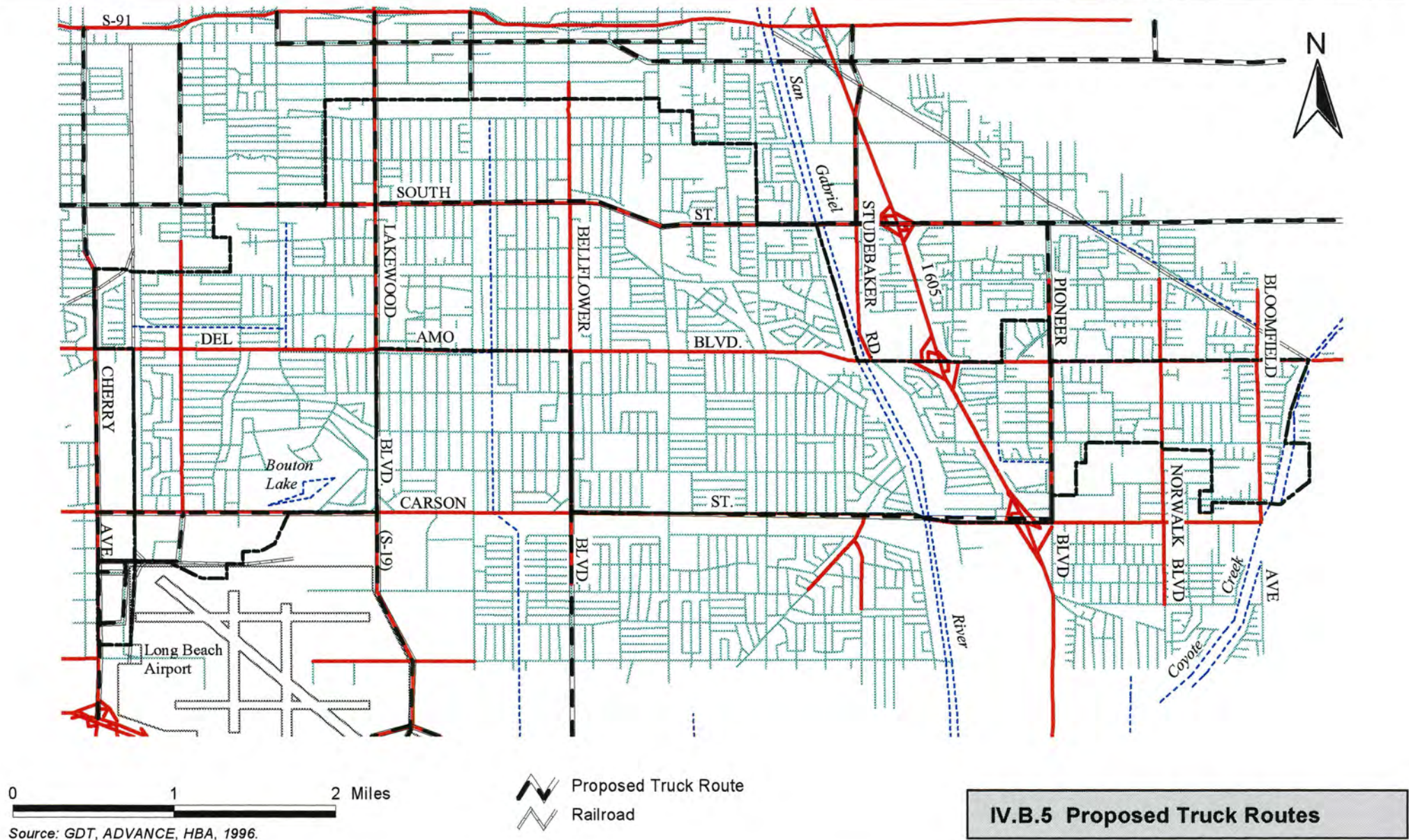
- 2.1 Assist new commercial and industrial businesses in finding ways of mitigating local traffic congestion resulting from their introduction to the community.

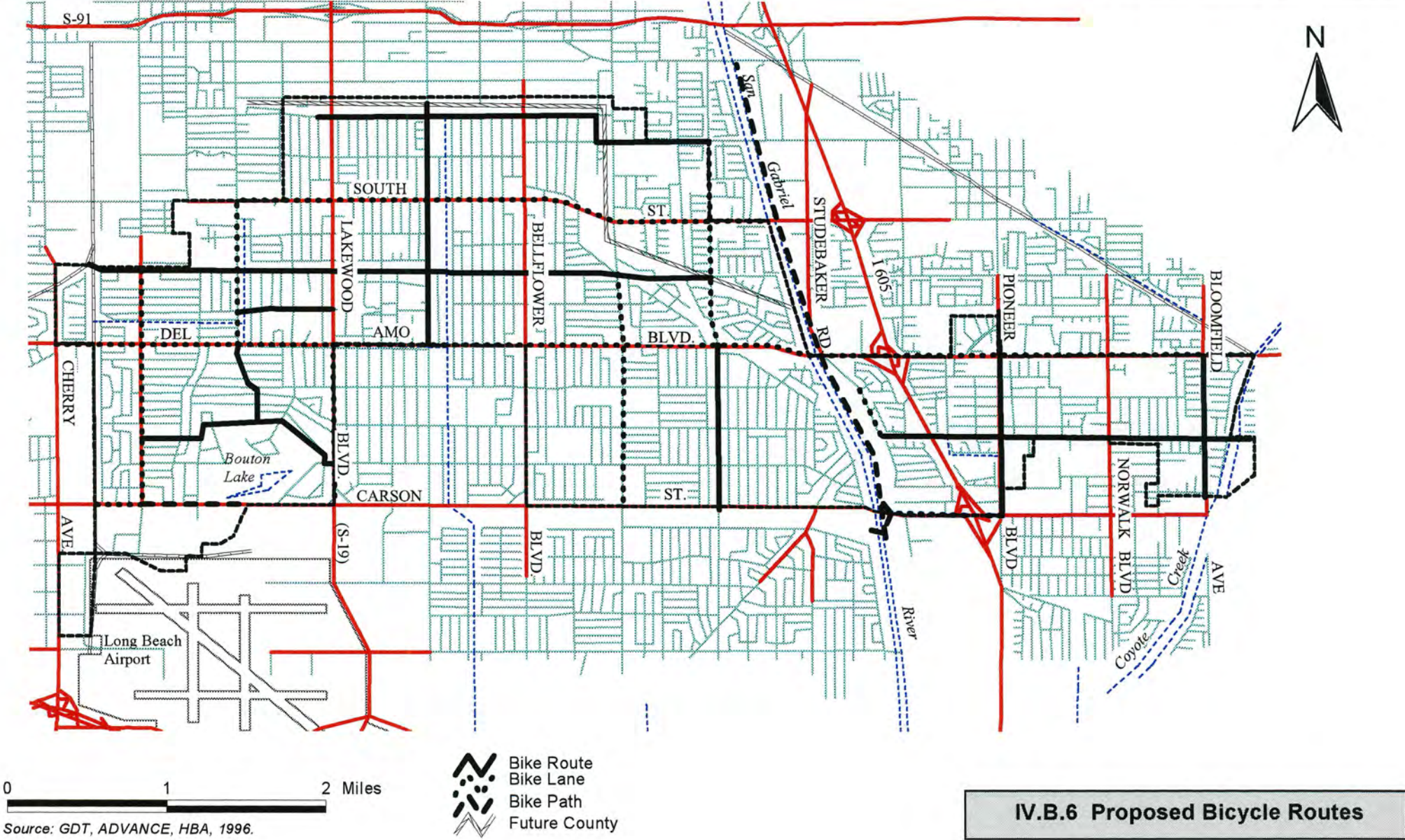
Circulation Goal 3: Facilitate an accessible, efficient public transit system as a viable alternative to the automobile.

Policies:

- 3.1 If fiscally possible, maintain existing service levels of the city-operated Dependable, Accessible, Senior, and Handicapped Transportation (DASH) bus service.







- 3.2 Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 3.3 When evaluating proposed developments, review existing transit services and potential transit needs associated with the development. Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 3.4 Encourage Long Beach Transit, MTA, and OCTA, to use the same bus stops and to synchronize schedules to facilitate transfers between lines.
- 3.5 Upgrade all existing bus stops and pedestrian facilities to meet disabled accessibility standards.

Circulation Goal 4: Facilitate convenient and safe pedestrian, bicycle and other modes of transportation that decrease dependence upon motorized vehicles.

Policies:

- 4.1 Promote the use of bicycles and other alternative modes of transportation.
- 4.2 Maintain, improve and expand where feasible the existing bikeway network in accordance with the city's adopted bikeway plan.
- 4.3 Improve pedestrian safety by continuing to implement the sidewalk maintenance and repair program.
- 4.4 Where fiscally possible, provide curb ramps throughout the network of sidewalks to expand and improve pedestrian accessibility to the physically challenged.

Circulation Goal 5: Continue to maintain scenic highways conforming to the resource management element of the general plan.

Policies:

- 5.1 Continue to maintain existing scenic city entry points, landscaped medians, and other roadway improvements throughout the City.
- 5.2 Maintain and preserve that portion of the urban forest located within the public right-of-way to help minimize the negative impacts associated with major streets.

Circulation Goal 6: Reduce the number of daily traffic trips generated in the City.

Policies:

- 6.1 Encourage the development and use of local and regional park-and-ride facilities.
- 6.2 Inform the public on how to reduce the number of automobile trips.
- 6.3 Encourage local employers to reduce the number of single occupancy vehicles arriving at the work site.

The goals and policies will be achieved through implementation programs. Implementation programs are the tools directly used to carry out the general plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by

that program.

- Program 1: Develop a local congestion management program which identifies key intersections where congestion is likely to occur as a result of increased traffic volumes, and schedule improvements to mitigate operational deficiencies, in coordination with the regional congestion management program. *(See policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 and 6.1.)*
- Program 2: Continue to develop and conduct a comprehensive traffic engineering program, which seeks to analyze, maintain and improve the City's system of roadways and traffic controls. *(See policies 1.1, 1.2, 1.3, 1.4, 1.5 and 1.6.)*
- Program 3: Continue to follow existing protocol in working with adjacent cities for making street and other public works improvements. *(See policies 1.1, 1.5 and 1.6.)*
- Program 4: Mitigate the potential negative impacts to safety and aesthetics by continuing to prohibit the on-street parking of commercial vehicles (weighing in excess of 6,000 pounds) on residential collector and local streets. *(See Policy 1.7.)*
- Program 5: Stimulate the development of off-street parking and loading facilities for existing and proposed residential, commercial, and industrial uses. *(See Policy 1.7.)*
- Program 6: Continue to utilize the Development Review Board for reviewing projects and ensuring that projects provide safe access to public thoroughfares. *(See Policy 1.8.)*
- Program 7: Establish traffic impact fees for future projects to mitigate any long term effects as a result of increases in traffic volumes. These fees shall be used for transportation improvements that serve the immediate vicinity of the project site. *(See policies 2.1, 6.1 and 6.3.)*
- Program 8: Encourage employers to create carpool programs for their employees and to encourage the use of alternative forms of transportation. *(See policies 2.1, 6.1 and 6.3.)*
- Program 9: Continue to operate the DASH program with Proposition C funds, and evaluate new funding sources as they become available. *(See Policy 3.1.)*
- Program 10: Continue to construct curb cuts and other amenities for disabled accessibility that provide access to bus stops, utilizing existing funding resources and evaluating new funding sources as well. *(See policies 3.2 and 3.5.)*
- Program 11: Continue to construct bus stop pads and pedestrian access to such pads when appropriate. Continue to use existing funding sources for these projects as described in the Capital Improvement Program and evaluate new funding sources as they become available. *(See Policy 3.2.)*
- Program 12: The City should periodically research rider satisfaction of public transit, then evaluate services for negotiating improvements. *(See policies 3.2, 3.3 and 3.5.)*
- Program 13: The City should encourage public transit providers to establish bus stops near new developments that will become points of destination/origin for public transit users. *(See Policy 3.3.)*
- Program 14: As public transit providers make significant changes to routes and

schedules, the City shall work with these agencies to consolidate bus stops and to coordinate new bus schedules with existing schedules when possible. (See Policy 3.4.)

- Program 15: Supply local bike shops with maps indicating bicycle lanes, routes and paths in the City. These maps should be made free to the public. (See Policy 4.1.)
- Program 16: Inform Lakewood residents of bicycle lanes, routes and paths in the City, by including information, and bike route maps in the City newsletter, Lakewood Living. (See Policy 4.1.)
- Program 17: Post bike route signs at appropriate locations to help cyclists find and utilize designated bike lanes, routes and paths. (See Policy 4.1.)
- Program 18: Continue to implement the City's proposed bikeway plan using AB 2766 funds. The City shall also evaluate new funding sources as they become available, to implement this policy. (See Policy 4.2.)
- Program 19: The City should continue to participate in the creation of the regional bikeway plan by attending meetings with the Metropolitan Transportation Authority (MTA), and other City departments concerned with the implementation of this policy. (See Policy 4.2.)
- Program 20: The City shall continue to maintain and improve sidewalks in the City, utilizing current funding sources and evaluate new funding sources as they become available. (See Policy 4.3.)
- Program 21: The City shall continue to maintain existing scenic entry points, landscaped medians, and other roadway improvements, utilizing current funding sources and evaluate new funding sources as they become available. (See Policy 5.1.)
- Program 22: The City shall continue to maintain and improve street trees under the City's Street Tree Forestry program, utilizing current funding sources and aggressively evaluating new funding sources as they become available. (See Policy 5.2.)
- Program 23: The City should investigate the possibility of creating park and ride facilities. The City should consider preparing a questionnaire of Lakewood residents to determine if there is a need for such facilities, and where such facilities would be conveniently located. (See policies 6.1 and 6.3.)
- Program 24: Encourage Lakewood residents to combine automobile trips by using a "direct marketing" approach. Lakewood's residents can learn about reducing their driving through city newsletters, telephone, and the Internet.

Alteration of Present Patterns of Circulation

The proposed update of the Circulation Element proposes the following changes to the City's designated roadways:

- (1) Los Coyotes Diagonal: redesignate the portion northerly of Harvey Way from "Major Arterial" to "Local;"
- (2) A portion of 207th Street and Hawaiian Avenue: redesignate from "Collector" to "Local;"
- (3) 36th Street, Bixby Road and Industry Avenue: redesignate from "Local" to "Collector," and

- (4) Delete Woodruff Avenue and Bellflower Boulevard from the designated truck routes and add to the designated truck routes 36th Street, Bixby Road, Industry Avenue, Cherry Avenue and a portion of Paramount Boulevard.

These four changes in designations are intended to: (a) redirect regional traffic to major arterials and away from primarily residential areas of the City; (b) provide truck routes and corresponding designations for streets in the areas of the City designated for future industrial development; and (c) retain the existing pattern of commuting for residents of the City. The proposed changes achieve each of these objectives. The proposed changes in the Circulation Element will not delete existing streets or roadways; existing commuting patterns will be retained. In addition, the General Plan update does not propose any road closures or any new roads which would significantly alter the City's circulation patterns. Although the LOS would be reduced at the various intersections, patterns of circulation would remain the same.

Congestion Management Plan (CMP) Traffic Impact Analysis (TIA)

As required by the "1995 CMP TIA Guidelines," the following section provides: (a) an examination of CMP arterial locations in the City (with traffic volumes and LOS projections provided for existing conditions); (b) background traffic growth and future development for the AM and PM peak-hours; (c) projections of future traffic generators; and (d) identification and evaluation of mitigation measures.

The City recognizes the opportunities relative to meeting the annual deficiency plan requirements under the CMP. To this end, the City will incorporate into specific projects the specific mitigation strategies recommended by LAMTA that will give the City credits. These strategies have been reflected in the draft General Plan update's proposals to focus complementary land uses in areas that can be effectively served by transit, to develop capital improvements that will improve vehicular movement and by TSM and TDM measures and strategies. As the City has done in the past, the specific requirements for compliance with the CMP will be identified at the project-development level. The requirements will include the identification on a project-by-project basis of the specific capital improvement strategies as well as the TSM and TDM strategies to reduce demand for automobile use.

The Congestion Management Program (CMP) requires a Traffic Impact Analysis of CMP facilities be included in any EIR. The analysis must include all CMP monitoring locations that meet the following conditions:

- All CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours; and
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

For purposed the CMP, a significant impact occurs when the projected increase in traffic demand on a CMP facility is greater than 2% of capacity (V/C ratio increase is equal to or greater than 0.02), causing or worsening LOS F.

CMP Intersections

The following three intersections in the City of Lakewood are included in the CMP monitoring locations. These intersections are:

- Lakewood Boulevard at South Street;
- Lakewood Boulevard at Candlewood Street; and
- Lakewood Boulevard at Del Amo Boulevard.

All of these intersections were included as analyzed intersections in this Final Master EIR (see Table IV.B.8). As noted in Table IV.B.8, significant impacts as defined under CMP would occur at the intersections of Lakewood/Candlewood and Lakewood/Del Amo at the PM peak-hour. The mitigation measures identified in this section (see Section IV. B.4) as well as the goals, objectives and policies contained in the General Plan update, would reduce the impact at these locations below the level of significance as defined by the CMP.

CMP Freeway Monitoring Locations

The project's impact on CMP freeway monitoring locations was based on the CMP standard that locations where the project adds 150 or more one-way trips in either peak-hour. The following table provides a summary of peak-hour conditions on the I-605 (San Gabriel River Freeway) in 1993 and with the assumed conditions in 1996 and 2010:

CMP Station	Location (PM)	Direction	1993 Existing Conditions ⁽¹⁾		1996 Background Conditions		2010 Project Conditions (Gen. Plan build-out)		Project Impact
			D/C ⁽²⁾	LOS ⁽³⁾	D/C	LOS	D/C	LOS	
1071	I-605 north of Carson St. (PMR2.31)	NB	1.02	F(0) ⁽⁴⁾	1.08	F(0)	1.21	F(1)	+0.13
		SB	1.10	F(0)	1.17	F(1)	1.20	F(1)	+0.03

Notes: (1) PM = Post Mile
 (2) D/C = Demand/Capacity Ratio
 (3) LOS = Level of Service
 (4) LOS F(1) through F(3) designations are assigned where severely congested conditions prevail for more than one hour.

The impact analysis at CMP Station 1071 was conducted by assessing 2010 background forecasts on this link (using both the CMP analysis contained in the Final EIR for the City of Long Beach's proposed development of the U.S. Naval Hospital site and using existing p.m. peak-hour volumes and growth factors from the CMP). The additional City of Lakewood traffic generated by the Draft General Plan update was then added to these background volumes, with the increase in D/C ratios and corresponding LOS calculated. The proposed General Plan update will result in a significant impact on the LOS on the I-605 freeway at CMP Station 1071.

IV.B.4 Mitigation Measures

Significant impacts, even after the implementation of policies and programs proposed in the draft Circulation Element, will still occur as a result of the proposed updated General Plan. The following mitigation measures, therefore, are recommended to reduce potential impacts to less than significant levels.

1. Traffic Signals

The installation of a computerized Traffic Signal Control system, should enhance the operations of the City's major arterials for through and destination trips, which reduces or eliminates the

need for residential streets to accommodate those "cut-through" trips.

2. TDM Mitigation Measures

a. Mixed Use/Internal Capture Credit: As outlined in the City of Lakewood General Plan, the synergy of land uses is intended to encourage patrons to walk or find alternate forms of transportation (e.g., via transit, bicycle, etc.) to neighborhood commercial uses. The intent is directed to reduce dependency on the automobile. In addition, adding residents to the current customer base shortens trips as well as encourages non-auto trips. The TDM measures will apply to all non-residential development greater than 25,000 square feet. Also included in this assumption is the increased availability and use of transit in the corridor (e.g., an expanded regional bus service, an expanded local bus service, implementation of a transit feeder system/local circulator services, priority treatment for transit vehicles, etc.). The pedestrian friendly environment is also expected to encourage patrons to walk and/or bike to surrounding attractions.

b. Transportation Demand Management Credit/Transit Opportunities and Support Facilities: Transportation Demand Management (TDM) measures are intended to decrease the number of vehicular trips generated by persons traveling to a site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes and ridesharing. Some individual projects located in Lakewood may designate an individual as an Employee Transportation Coordinator (ETC) for the site. This individual will monitor and implement all aspects of the TDM program activities and will disseminate information on available alternative modes of commuting to work. The following TDM measures could be expected to be implemented by the ETC:

- Transportation information on commute alternatives could be provided to employees at the time of initial occupancy of the project and to all new employees thereafter. The new employee transportation program could include a ride-matching list and information on available modes of transportation to each employee.
- Transportation information displays should be provided in common areas at each building. These displays should contain information on available bicycle routes, public transit and other information pertaining to ridesharing incentives and TDM program strategies.
- Ride-matching services should be provided through the SCAG and the TO.
- Preferentially located parking spaces should be designated for carpoolers and vanpoolers. These spaces would be located in areas close to the building's entrances and marked appropriately. The ETC typically issues parking permits to eligible employees for the use of these parking spaces.
- Bicycle racks or lockers should also be provided for the safe and convenient parking of bicycles. These spaces should be located in areas that are conveniently accessed by cyclists and are near building entrances or in plaza areas and places of gathering.
- Shower facilities should be provided at the project site as an inducement for employees to bicycle or walk to work.
- Individual development projects may designate conveniently located passenger drop-off/waiting areas for ridesharers. These areas should be well lighted and accessible.

With the incorporation of the above cited mitigation measures, potential impacts can be

reduced to less than significant levels. In terms of the criteria of significance for circulation impacts, the following conclusions can be supported by analysis presented in this portion of the Master EIR:

- The proposed General Plan update will result in the generation of substantial additional vehicular movement. Several intersections in the City will experience a decrease in level of service due to ambient growth in the region (so that, regardless of future growth in the City, increase traffic flow will adversely effect the City's street system). The additional development that will be supported by the proposed General Plan will require the implementation of mitigation measures to reduce potential impacts to existing conditions.
- The proposed Circulation Element is consistent with the City's long-standing efforts to ensure that future projects are developed with parking facilities on-site to meet future demands. As a result, the proposed General Plan update will not have any adverse effects on existing parking facilities, or create a demand for new parking that can not be met by adherence to applicable to City parking requirements.
- The proposed General Plan update will not result in any alterations to present patterns of circulation or movement of people and/or goods.
- With implementation of the recommended mitigation measures, in addition to policies and programs in the Draft Circulation Element, increased traffic hazards to motorists, bicyclists or pedestrian will not occur.

IV.B.5 Impacts After Mitigation Measures

With implementation of the recommended mitigation measures, most transportation impacts are expected to be mitigated. Parking will need to be addressed on a project-by-project basis and any new pedestrian crossing signals must be incorporated in the signal system. However, the projected increase in residential development and commercial and industrial and uses in the City will result in impacts that cannot be fully mitigated. Specifically, the proposed General Plan update will result in substantial impact upon existing transportation systems.

IV.C: Air Quality**IV.C.1 Environmental Setting**

The California Air Resources Board (CARB) has divided California into air basins which share similar meteorological and topographical features. The City of Lakewood is in the South Coast Air Basin (SCAB), a 6,600 square mile area which encompasses all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east, the SCAB's climate and topography, which are discussed below, are highly conducive to the formation and transport of air pollution.

Meteorology and Climatology**Regional and Local Environment**

The City of Lakewood is located within the South Coast Air Basin. The regional climate is controlled almost entirely by the semi-permanent Pacific High Pressure Cell (Pacific High) and the cold water California Current. The summer climate is strongly influenced by stable air flowing out of the Pacific High to the west. During the Lakewood winter, the Pacific high migrates south putting the City on the fringe of the influence of a low pressure cell. The combined effect of these meteorologic and oceanographic systems is a tempering of local weather such that extremes of wind, temperature and precipitation are relatively uncommon.

Lakewood's climate is classified as dry summer subtropic or Mediterranean. Regions within this climate zone are characterized by hot, dry summers with relatively cool, moist winters. This climate only occurs in five areas of the world at approximately 33 degrees latitude on the western edges of continents and includes: southern California; central Chile; southern Australia; the cape region of South Africa; and the Mediterranean region of Europe. Only about three percent of the world's land surface have this climate. The unique characteristics of the Mediterranean climate regime, particularly the extended period of summer drought, have led to the evolution of distinctive associations of plant and animal species.

Skies are mostly clear from mid-summer through autumn. Heavy cloud cover and fog occur primarily during spring and early summer when stratus clouds associated with the marine layer move in from the west. Compared to other locations of the same latitude and climate, Lakewood summers are generally cooler with temperatures in the upper 60s to low 70s, and winters that tend to be mild within the range of the upper 50s to low 60s.

Air Pollution Meteorology

The South Coast Air Basin's air quality is affected not only by the emission sources located in the region, but also to a large extent by three natural factors or combinations of: (a) terrain; (b) a dominant on-shore flow; and (c) atmospheric inversion. The first of these factors is static, but plays a significant role by placing a natural barrier to emission dispersion north and east of the metropolitan Los Angeles area.

The second factor provides the driving mechanism for both air pollution transport and dispersion. This mechanism has been shown to be a predominantly on-shore flow. Air pollution which has its origins in the industrial areas along the coast and immediately inland is driven toward the natural terrain barrier mentioned above with the result that horizontal dispersion is severely limited. The effect of this second factor can be seen as a gradual degradation of air

quality from coastal to inland areas. Lakewood is typical of some of the South Coast Air Basin's best air quality areas because of its location along the coast upwind from most mobile and stationary sources.

The third factor which affects air quality involves atmospheric inversions which limit dispersion of air pollution on a vertical scale. Inversions can be classified into one of two general categories: (a) inversion aloft; or (b) surface based inversions. These two categories are the result of different meteorologic conditions and tend to affect different sources.

Inversions aloft are probably the most critical factor in the degradation of regional air quality. The condition is defined by a vertical temperature profile which initially conforms to standard conditions. For example, temperature typically decreases with height. However, under inversion conditions temperature begins to increase at some height above the ground. This height is called the base of the inversion. The temperature increase continues through an unspecified layer after which the temperature change with height returns to standard conditions. The inversion layer is typically very stable and acts as a cap to the vertical dispersions of pollutants.

The largely undeveloped Santa Monica Mountains provide some amelioration of air quality impacts from the urbanized Los Angeles basin.

Air Quality Regulatory Environment

Federal Regulations

The basis for determining the significance of air quality impacts generated by a project are the State and Federal Ambient Air Quality Standards (AAQS). These standards define the level of air quality capable of protecting the public health and welfare with an adequate margin of safety. The AAQS were developed to protect those portions of the population most susceptible to respiratory distress. Classified as sensitive receptors, this group includes persons with asthma or other respiratory disorders, the elderly, very young children and hospital patients. Normally, healthy adults can tolerate periodic exposure to air pollution in concentrations well above the standards. However, even this segment of the population has shown signs of deteriorating health under long term exposure to air pollution at or above the standards.

Air quality is determined by the amount and type of pollutants emitted and by the subsequent dispersion of the pollutants. There are two categories of air pollutants, primary and secondary. The federal government, through the Environmental Protection Agency (EPA), has established primary and secondary National Ambient Air Quality Standards (NAAQS) under the provisions of the Federal Clean Air Act.

The federal standards were established in 1971 by the Environmental Protection Agency (EPA). The EPA allows states to adopt standards of their own as long as they are at least as stringent as those issued at the federal level. California, due to the complexity of its air quality problems, adopted its AAQS prior to the adoption of the federal standards.

In 1976 the state legislature enacted the Lewis Air Quality Management Act which established the South Coast Air Quality Management District (SCAQMD) and required it, in conjunction with the Counties and Cities within the District, the Southern California Association of Governments (SCAG), the California Air Resources Board (CARB) and the California Department of Transportation (Caltrans), to develop a plan to attain and maintain the State Ambient Air Quality Standards in the South Coast Air Basin. The SCAQMD, however, is responsible only for local stationary sources of pollution while CARB retains authority over all mobile source emissions.

Table IV.C.1: Ambient Air Quality Standards

Air Pollutant	State	National	
	Standard	Primary	Secondary
Ozone (O ₃)	> 0.09 ppm, 1-hr avg.	> 0.12 ppm, 1-hr avg.	0.12 ppm, 1-hr avg.
Carbon Monoxide (CO)	≥ 9.1 ppm, 8-hr. avg. > 20 ppm, 1-hr. avg.	≥ 9.5 ppm, 8-hr. avg. > 35 ppm, 1-hr. avg.	≥ 9.5 ppm, 8-hr. avg. > 35 ppm, 1-hr. avg.
Nitrogen Dioxide (NO ₂)	> 0.25 ppm, 1-hr. avg.	> 0.053 ppm, annual avg.	> 0.053 ppm, annual avg.
Sulfur Dioxide (SO ₂)	> .25 ppm 1-hr ≥ 0.05 ppm, 24-hr avg. with ≥ 0.10 ozone or with 24-hr TSP ≥ 100 ug/m ³	> 0.03 ppm, annual avg. > 0.14 ppm, 24-hr. avg.	> 0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM 10)	> 50 ug/m ³ , 24-hr. avg. > 30 ug/m ³ annual geometric mean	> 150 ug/m ³ , 24-hr avg. > 50 ug/m ³ annual arithmetic mean	> 150 ug/m ³ , 24-hr avg.; > 50 ug/m ³ annual arithmetic mean
Sulfates (SO ₄)	≥ 25 ug/m ³ , 24-hr avg.		
Lead (Pb)	≥ 1.5 ug/m ³ , monthly avg.	> 1.5 ug/m ³ , calendar quarter	> 1.5 ug/m ³
Hydrogen Sulfide (H ₂ S)	≥ 0.03 ppm, 1-hr avg.		
Vinyl Chloride	≥ 0.010 ppm, 24-hr avg.		
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation		
Note: ppm = parts per million by volume ug/m ³ = micrograms per cubic meter Source: SCAQMD 1994 Air Quality Data > = greater than ≥ = greater than or equal to			

1. Primary Pollutants

Primary pollutants are those emitted directly from a source and include carbon monoxide (CO), nitrogen oxide and nitrogen dioxide (NO and NO₂), sulfur dioxide (SO₂), particulates, and various hydrocarbons (HC). There are federal ambient air quality standards for CO, NO₂, SO₂, ozone (O₃), suspended particulate matter (PM₁₀), and lead (Pb). Air quality degradation resulting from primary pollutant emissions is typically concentrated in the vicinity of a source before the primary pollutants have time to disperse and undergo chemical change. As a result, local air quality will be generally determined by the emission and dispersion of pollutants emitted close to a receptor site.

2. Secondary Pollutants

Secondary pollutants are those formed by chemical reactions of some in the atmosphere. Secondary pollutants are often identified as oxidants and include ozone (O₃), photochemical aerosols, peroxyacetylnitrates (PAN), and nitrogen dioxide (NO₂). Air pollution degradation

resulting from the slowly forming secondary pollutants are experienced over an area downwind of the emission sources. Therefore, regional air quality will be generally determined by the regional emission of primary pollutants and the subsequent atmospheric reactions that occur in transport to the receptor site.

National primary air quality standards are established at the levels necessary, with an adequate margin of safety, to protect the public health. Similarly, national secondary ambient air quality standards specify the levels of air pollution determined appropriate to protect the public health. Similarly, national secondary ambient air quality standards specify the levels of air pollution determined appropriate to protect the public welfare from any known or anticipated adverse effects associated with air contaminants. These standards are shown on Table IV.C.1. In states where these standards are exceeded, the EPA requires the preparation of air quality attainment plans for meeting the standards, with federal sanctions for those who fail to adequately plan for attainment.

State Regulations

In addition to the federal pollutant standards identified in the NAAQS, the State of California has also established ambient air quality standards, known as the California Ambient Air Quality Standards (CAAQS). These standards are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility reducing particles. California has established a statewide agency, the California Air Resources Board (CARB), to regulate mobile air pollution sources (such as motor vehicles). CARB also oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. In addition, California has established air quality planning and enforcement to attain the CAAQS. The CAAQS are also presented in Table IV.C.1.

Federal and state standards for CO are exceeded in Los Angeles and Orange Counties. The federal NO_x standard is also exceeded in Los Angeles County, the only area in the nation that still exceeds this standard. The state's NO_x standard is also exceeded only in Los Angeles County. The number of readings over the standard fluctuates from year to year depending on weather patterns. PM₁₀ levels regularly exceed the federal standard in Los Angeles County.

Regional and Local Regulations

California has established air quality planning and enforcement activities conducted through statewide and local agencies to attain the CAAQS. These agencies include the California Air Resources Board (CARB) which regulates mobile air pollution sources (such as motor vehicles), and also oversees the functions of local air pollution control districts and air quality management districts. The air quality management districts administer air quality activities at the regional and county levels throughout the state.

The Basin, which includes Riverside, Orange and the non-desert portions of Los Angeles and San Bernardino Counties, is under the jurisdiction of South Coast Air Quality Management District (SCAQMD) which has regulatory authority over stationary source air pollution control. The Lewis Air Quality Act of 1976 established the four-county South Coast Air Quality Management District and mandated a planning process requiring preparation of an Air Quality Management Plan (AQMP). The plan is reviewed every two years and revised as necessary. The SCAQMD and SCAG have jointly prepared an AQMP, which was adopted by the two agencies on July 12, 1991. The 1991 AQMP was subsequently revised in 1994 and adopted by the SCAQMD Governing Board on September 16, 1994. The 1994 AQMP is designed to meet California Clean Air Act and Federal Clean Air Act requirements. The 1994 AQMP was

approved by CARB and submitted to EPA in November, 1994. Proposed projects are to be evaluated for conformity with the provisions of the 1994 AQMP.

The AQMP also serves as a guide for evaluating the potential air quality impacts of projects being considered for approval by land use management agencies in SCAQMD's jurisdiction. The plan provides a framework for regional growth control efforts which is based on a regional forecast of emissions developed by SCAG. SCAG is responsible for developing regional plans for transportation management, growth, and land use. These areas are considered indirect sources and can produce regional air quality impacts due to their growth-inducing impacts. Projects with potential impacts on land use and population are considered to be consistent with the AQMP if growth characteristics are included in the SCAG emissions forecasts and if they are consistent with local general plans. Projects are inconsistent if they exceed land use and population forecasts adopted by SCAG and used in the regional forecast. The SCAQMD and Southern California Association of Governments (SCAG) jointly conduct air quality planning in the Basin.

The EPA, under the provisions of the U.S. Clean Air Act, requires each state that has not attained the NAAQS to prepare a separate local plan detailing how these standards are to be met in each local area. These plans are to be prepared by local agencies, designated by the governor of each state, and incorporated into a State Implementation Plan (SIP).

Existing Air Quality

Air quality in the Basin is monitored by the SCAQMD which maintains a network of monitoring stations throughout the Basin. The SCAQMD does not operate a monitoring station in Lakewood. The nearest monitoring station is in the City of Long Beach.

Table IV.C.2 contains the summary of air quality data showing maximum pollutant concentrations in Los Angeles and the number of days when pollutant concentrations exceeded those allowable under state and federal air quality standards. As indicated in Table IV.C.2 smog levels exceeded the state health standards for ozone on 30 days in 1990, 37 days in 1991, and 45 days in 1992.

The data from the Long Beach air monitoring station are not a true representation of the Lakewood area. Local emissions of primary pollutants, primarily from motor vehicles, are substantially dispersed within a few thousand feet of the emission source. The predominant existing source of air pollutant emissions in Lakewood is due to motor vehicle traffic. However, the air quality in the Lakewood area is generally better than the data from the Long Beach station indicates (except during east winds).

**Table IV.C.2: Ambient Air Quality Monitoring Summary (1989-1993) -
Long Beach Monitoring Station**

Days Standards Were Exceeded, Average and Maximum Levels During the Year													
Pollutant	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
Ozone													
1-Hour > 0.09 ppm*	30	18	35	32	29	29	11	18	10	5	4	19	15
1-Hour > 0.12 ppm	13	6	16	13	11	10	4	7	3	0	0	6	1
1-Hour ≥ 0.20 ppm	1	1	1	1	1	0	0	0	0	0	0	0	0
Annual Avg. Conc. (ppm)	.016	.013	.017	.017	.020	.018	.017	.020	.020	.014	.020	N/A	N/A
Annual Daily Hour Conc. (ppm)	.046	.039	.047	.051	.050	.049	.041	.047	.045	.035	.040	N/A	N/A
Annual Max. 1-Hour Conc. (ppm)	.23	.22	.30	.27	.23	.18	.17	.16	.16	.12	.11	.15	.14
Carbon Monoxide													
8-Hour ≥ 9 ppm	3	6	7	4	6	5	1	2	2	1	1	0	0
Annual Max. 1-Hour Conc. (ppm)	13	14	14	14	19	13	13	13	13	11	14	10	9
Annual Max. 8-Hour Conc. (ppm)	11.3	11.6	12.1	10.3	15.7	10.3	9.4	10.29	10.1	9.1	9.3	8.1	6.9
Avg. Daily Max. Hr. Conc. (ppm)	N/A	4.15	4.26	4.20	3.82	4.23	3.74	3.47	3.47	3.8	3.4	N/A	N/A
Nitrogen Dioxide													
1-Hour ≥ 0.25 ppm	13	4	3	5	4	1	1	1	1	1	2	0	0
Annual Avg. Conc. (ppm)	.063	.051	.046	.050	.050	.053	.043	.047	.043	.039	.041	.039	.038
Avg. Daily Max. Hr. Conc. (ppm)	.116	.094	.086	.087	.089	.093	.077	.082	.078	.074	.076	N/A	N/A
Annual Max. 1-Hour Conc. (ppm)	.37	.30	.37	.35	.35	.26	.26	.28	.27	.27	.28	.18	.20

Source: South Coast Air Quality Management District, Summary of 1981-1993 Data at Long Beach Monitoring Station

* Before 1989, State ozone standard was .10 parts per million (ppm)

IV.C.3 Significance Criteria

The proposed General Plan update will be considered to have air quality significant impacts if implementation of the General Plan will result in:

- A violation of ambient air quality standards established by either the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB) or federal agencies;
- The contribution of criteria pollutants in the South Coast Air Basin (a non-attainment area) that results in project generated emissions of O₃ (ppm/1-hour average); CO (ppm./1-hour average); and PM₁₀ (micrograms per cubic meter/Annual Arithmetic Mean) which exceed SCAQMD thresholds;
- Exposure of sensitive receptors (including residences, school buildings, health care facilities or other institutions) to substantial pollutant concentrations;
- The creation of objectionable odors affecting residences (both existing and planned), and other sensitive receptors, such as schools, health care facilities or other institutions;
- Non-compliance with the SCAQMD's applicable rules and regulations;
- The alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally including change in prevailing winds (direction and velocity) resulting from project activities.

Determination of significant impact is the responsibility of the lead agency, which is the City of Lakewood. For air quality, the City relies on significance thresholds recommended by the SCAQMD in its *CEQA Air Quality Handbook*, as revised in November 1993 (SCAQMD CEQA Handbook). The SCAQMD's emission thresholds apply to all federally regulated air pollutants except lead, which is not exceeded in the SCAB. The criteria of significance is consistent with the SCAQMD guidelines. Construction and operational emissions are considered by the SCAQMD to be significant if they exceed the thresholds shown in Table IV.C.3.

Table IV.C.3: Emission Thresholds of Significance

Pollutant	Construction		Operations pounds/day
	pounds/day	tons/quarter	
Carbon Monoxide (CO)	550.0	24.75	550.0
Sulfur Oxides (SO _x)	150.0	6.75	150.0
Nitrogen Oxides (NO _x)	100.0	2.5	55.0
Particulate Matter (PM ₁₀)	150.0	6.75	150.0
Reactive Organic Compounds (ROC)	75.0	2.5	55.0
<i>Source:</i> South Coast Air Quality Handbook, 1993 ¹ Toxic emissions are considered significant if they expose sensitive receptors to a cancer risk of 1 in 1 million or 10 in 1 million if best available control technology for toxics (T-BACT) is employed.			

A project's air quality impacts can be separated into two categories: (a) short-term impacts due to construction; and (b) long-term permanent impacts due to project operations. Both types of impacts may occur on a local or regional scale. Appendix G of the CEQA Guidelines, issued by the California Office of Planning and Research (OPR) in July 1986, states that a project would normally be considered to have a significant effect on air quality if the project causes a violation of any state or national ambient air quality standard, contributes substantially to an existing air quality violation, exposes sensitive receptors to substantial pollutant concentrations, or conflicts with adopted environmental plans and goals of the community where it is located. The criteria of significance is consistent with the OPR guidelines.

IV.C.3 Environmental Impacts

While adoption of the General Plan update will not immediately affect air quality in the City and in the surrounding region, over time, however, new development may contribute to existing pollutant loads. These emissions will come from primarily mobile sources (additional vehicle trips). The increase in population will result in an increase in vehicular traffic, which will result in the degradation of air quality in the City. In addition, increased visitor-related uses may also result in an increase in vehicular traffic and associated emissions of pollutants.

The General Plan update has been developed to be consistent with the SCAG population projection estimates. The General Plan's projected population at build-out ---85,955 --- is the same as the SCAG projections for the year 2020 and, therefore, is in conformance with the AQMP.

Emission associated with this growth will fall into two major categories: (a) short-term emissions associated with construction equipment, architectural coatings, and earth moving operations; and (b) long-term mobile source emissions (associated with traffic) and long-term stationary source emissions (home heating, use of home consumer products, increased operation of service facilities such as gasoline stations, dry cleaners, and restaurants).

Long-Term Mobile Source Impacts

The major source of potential long-term pollution is the increased traffic associated with growth. The automobile is the primary source of many of the region's criteria pollutants. The City's Circulation Element has incorporated transportation demand management (TDM) measures in order to reduce vehicle trips and air quality emissions. Current measures include: a comprehensive bus transit system utilizing low emissions fuel; provision of park and ride facilities for regional commuters; and, use of incentives to promote car/vanpooling.

Other TDM measures will include preparation and adoption of a TDM Ordinance, in compliance with the County's Congestion Management Plan. Various TDM measures which should be addressed in this ordinance include:

- Require that if employees subsidize parking they also subsidize transit.
- Proactive work place-based promotion and marketing of commute alternatives, employee rideshare coordinators, and transportation management organizations.
- Financial subsidy for transit riders and carpoolers including fare subsidies and/or transportation allowance.
- Employee-paid parking charges.
- Provision of midday transportation and guaranteed-ride-home for ridesharers.
- Pedestrian accessible transit services.
- Preferential treatments for ridesharing, including parking and high occupancy vehicle facilities.

- Modified work weeks.
- Flexible work hours.
- Work at home and satellite work centers.

In addition to ozone precursor emissions (NO_x and ROC) automobiles are the primary source of carbon monoxide (CO). CO is typically a problem in urbanized areas, however, there were no days during 1990 to 1992 on which carbon monoxide levels measured at the Long Beach monitoring station exceeded the state and federal one-hour or eight-hour standards. Carbon monoxide is emitted almost entirely from automobiles and is a very localized pollutant. Peak areas of impact occur very near the source as the pollutant dissipates quickly. Highest levels occur during the cold weather, peaking when cars are idling.

Table IV.C.4 presents the summary of mobile and stationary air pollutants that will result from buildout of the proposed General Plan. As shown in Table IV.C.4, the most significant source of emissions is vehicle-sources. However, many trips generated by the commercial uses are actually trips generated by residential uses within the City, travelling to the commercial use. Therefore, residential uses (which represent a greater percentage of total land uses, including future development) represents the single largest source of mobile emissions.

Table IV.C.4: Future (2020) Mobile and Stationary Air Pollutant Emissions (lbs/day)

Significance Threshold	Pollutant				
	CO	ROC	NO _x	SO _x	PM ₁₀
	550	55	55	150	150
Mobile Sources					
Residential	63,181	4,486	5,216	495	68,306
Commercial	35,221	2,576	2,620	218	30,118
Industrial	7,535	535	622	59	8,147
Sub-Total	105,937	7,598	8,458	772	106,570
Stationary Sources					
Residential	764	182	3,221	60	20
Commercial	151	34	901	18	6
Industrial	107	24	634	13	4
Sub-Total	1,022	240	4,756	91	30
Significance	Significant	Significant	Significant	Significant	Significant
NOTES: a Residential land uses account for higher mobile air sources because a significant percent of the trips generated by a commercial land uses originate from the residential land use. Therefore, the average daily trips generated by commercial land uses is lower than residential to avoid duplicate calculations. b Mitigated emissions were calculated based on mitigation measures that are representative, but not entirely inclusive of the Goals, Objectives, Policies, and Implementation Measures contained in the General Plan. Sources: Harland Bartholomew & Associates, 1996 and SCAQMD.					

The mobile source emissions that are estimated in Table IV.C.4 represent a "worst-case" scenario. Ideally, air pollution impacts for the buildout of the proposed Land Use Plan should be analyzed at the buildout year, but future emission levels are highly dependent on the introduction of engineering controls into the vehicle fleet mix. Various automobile and truck manufacturers anticipate the mass production of natural gas, methanol, and electric vehicles within the next 15 years. Introduction of these types of alternatively fueled vehicles would significantly reduce the emission factors for future years.

The levels of CO, ROC and NO_x which will result from buildout of the General Plan are beyond the significance thresholds for those pollutants. Therefore, the project will result in significant adverse impacts due to the emission of CO, ROC and NO_x into the environment. The levels of SO_x and PM₁₀ are anticipated to be significantly below the significance threshold levels. Although a significant impact will occur, the AQMP was prepared in conjunction with SCAG population projections for the Los Angeles Basin. Projects which do not exceed SCAG estimates for that particular area are considered to be in conformance with the AQMP. The General Plan population estimates for 2020, as mentioned above, are the same than the SCAG projections. Therefore, while the levels of pollutants are beyond the significance thresholds, the City's population was already factored into the AQMP and, therefore, is in conformance with the AQMP.

Long-Term Stationary Source Emissions

Stationary source emission levels are primarily related to the generation of natural gas and electricity required to serve the City of Lakewood. These levels were calculated in addition to the mobile source emissions and are contained in the total of the pollutant levels presented in Table IV.C.3. The emissions are based on the same model and land use assumptions used to generate the long-term mobile emission levels. No emissions have been attributed to the open space land use designation because this land use typically consume an insignificant amount of natural gas and electricity. In general, stationary emissions are projected to account for approximately two percent of CO (57.5 pounds/day), eight percent of ROC (8.4 pounds/day), 64 percent of NO_x (294.4 pounds/day), 48 percent of SO_x, (26.5 pounds/day) and ten percent of PM₁₀ (6.1 pounds/day) of the total emissions. Thus, independently, only the NO_x stationary source emissions resulting from implementation of the General Plan would be significant. However, as indicated above, the City's population was already factored into the AQMP, and therefore, is in conformance with it.

Short-Term Construction Emission Impacts

Heavy construction is a source of fugitive dust and exhaust emissions that could have a substantial temporary impact on local air quality. Preparation of the areas for building construction would produce two types of air contaminants: exhaust emissions from construction equipment and fugitive dust generated as a result of soil movement and the use of unpaved roads by construction equipment. The emissions produced during construction, although potentially significant, are short-term. It is infeasible to predict levels of construction emissions for the City of Lakewood in the future without accurate knowledge of specific future construction activities, dates and duration of construction, meteorological conditions, equipment usage, and many other factors. It is assumed that these emissions will occur in one or more parts of the City, in widely varying amounts, every day, as construction occurs. Additionally, it is assumed that buildout of the General Plan will occur over a substantial period of time. As with any development project, there would be short-term, temporary impacts as a result of implementation of the General Plan update.

Exhaust Emissions: Short-term exhaust emissions vary substantially from day-to-day depending on the amount and types of construction equipment used, as well as the duration of operation. It would be meaningless to estimate air impacts from construction equipment without specific data on the type and volume of construction activity, the amount and type of equipment, and various other factors which can be expected in the future. However, as indicated above, as with any development project, there would be short-term, temporary impacts as a result of implementation of this project.

Fugitive Dust Emissions: Fugitive dust is one of the major contributors to PM_{10} , an EPA criteria pollutant which includes particulate matter of 10 microns or less in diameter. It is estimated that approximately 50 percent of the fugitive dusts comprised of PM_{10} . The actual values of fugitive dust and PM_{10} created by a development project depends on soil moisture, silt content, wind speed, construction density, and many other factors. Additionally, soil wetting procedures are generally required to reduce fugitive dust. These measures typically eliminate approximately 50 to 75 percent of construction-generated fugitive dust.

Grading: Grading is expected to occur incrementally during the buildout period. The EPA estimates that each acre of soil disturbed creates roughly 110 pounds of dust per day. However, this factor varies greatly depending on daily meteorological conditions, levels of construction, and many other factors. The travel distance of particulate matter depends on such factors as particle size, moisture content, and initial wind speed. The AQMP requires, through Rules 102 and 103, that fugitive dust not be a nuisance offsite. While the total amount of fugitive dust created would be significant during construction periods, soil wetting and other procedures would minimize impacts offsite.

Although buildout of the General Plan will result in an increase in residential and commercial uses in Lakewood, future development will have no impact on the climate, temperature or regional wind patterns. Neither the type, nor scale of development permitted by the General Plan would have any affect on such meteorologic conditions.

No objectionable odors would result from implementation of the General Plan. Typically objectionable odors are caused by industrial type developments, such as sewage or water treatment facilities or refineries. Permitted uses under the General Plan are limited to residential, commercial, and some research and development type facilities (existing). No future development is permitted which would create objectionable odors, and thus, implementation of the General Plan would not have this type of impact.

The levels of CO, ROC and NOx which will result from buildout of the General Plan are beyond the significance thresholds for those pollutants. Therefore, the project will result in significant adverse impacts due to the emission of CO, ROC and NOx into the environment. The levels of SOx and PM_{10} are anticipated to be significantly below the significance threshold levels. Although a significant impact will occur, the AQMP was prepared in conjunction with SCAG population projections for the Los Angeles Basin. Projects which do not exceed SCAG estimates for that particular area are considered to be in conformance with the AQMP. The General Plan population estimates, as mentioned above, are the same as the SCAG projections. Therefore, while the levels of pollutants are beyond the significance thresholds, the City's population was already factored into the AQMP and, therefore, is in conformance with the AQMP. Additionally, the mitigation measures identified below are intended to reduce pollutant and emission levels below those levels projected in Table IV.C.3.

With the implementation of policies and programs recommended in the Draft General Plan update, the following conclusions can be reached regarding the criteria of significance:

- Future development will continue to contribute to the region's exceedance of ambient air quality standards established by either the South Coast Air Quality Management District (SCAQMD), California Air Resources Board (CARB) or federal agencies.
- The contribution of criteria pollutants in the South Coast Air Basin (a non-attainment area) that results in project generated emissions of O₃ (ppm/1-hour average); CO (ppm/1-hour average); and PM₁₀ (micrograms per cubic meter/Annual Arithmetic Mean) which exceed SCAQMD thresholds.
- The General Plan update will reduce the exposure of sensitive receptors (including residences, school buildings, health care facilities or other institutions) to substantial pollutant concentrations.
- The General Plan update will not result in the creation of objectionable odors affecting residences (both existing and planned), and other sensitive receptors, such as schools, health care facilities or other institutions.
- The implementation of the General Plan update will include adherence to applicable SCAQMD and CARB regulations and standards. Therefore, non-compliance with the SCAQMD's applicable rules and regulations is not anticipated.
- Implementation of the General Plan update will not result in the alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally including change in prevailing winds (direction and velocity) resulting from project activities.

IV.C.4 Mitigation Measures

The proposed General Plan contains goals, objectives, policies, and implementation policies that were designed to mitigate the impacts of future development and, to the extent feasible, reduce existing impacts. These guidelines and actions will be implemented by the City to address citywide concerns and, therefore, will serve as mitigation measures for the environmental impacts of development under the proposed General Plan. In addition to the mitigation measures listed below, each development project would be subject to individual mitigation measures to reduce impacts associated with construction activities. As the majority of the degradation of future air quality would be a result of mobile source emissions, the mitigation measures identified below focus on reducing those sources.

Construction Impacts

1. The City shall require that all construction comply with SCAQMD regulations, including Rule 402 which specifies that there be no dust impacts offsite sufficient to cause a nuisance, and SCAQMD Rule 403, which restricts visible emissions from construction. These measures will be enforced by the SCAQMD. Specific measures to reduce fugitive dust shall include the following:
 - a. Moisten soil prior to grading.
 - b. Water exposed surfaces at least once daily to keep soil moist.
 - c. Water exposed surfaces at least twice a day, or as often as needed, during very dry weather or periods of high wind in order to maintain a surface crust and prevent release of visible emissions from the construction site.
 - d. Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation.

- e. Wash mud-covered tires and under carriages of trucks leaving construction sites.
 - f. Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud which would otherwise be carried off by trucks departing project sites.
 - g. Securely cover loads of dirt with a tight fitting tarp on any truck leaving the construction sites to dispose of excavated soil.
 - h. Cease grading during periods when winds exceed 25 miles per hour.
 - i. Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance.
 - j. Plant hedges or other plant buffers on any site where construction activities could expose neighboring residences and commercial sites to prolonged exposure to windblown dust.
2. For the City's capital improvement projects to implement the General Plan, all contractors shall:
- a. Maintain construction equipment in peak operating condition so as to reduce operation emissions.
 - b. Use low-sulfur diesel fuel in all equipment.
 - c. Use electric equipment whenever practicable.
 - d. Shut off engines when not in use.

The following summarizes the Mitigation Monitoring efforts the City will conduct to ensure implementation of the measures identified in this Draft Master EIR are implemented to effectively reduce potentially adverse air quality impacts to less than significant levels:

- During grading, periodic monitoring shall be scheduled by a City Inspector or Case Planner to verify compliance of measures of dust control; and
- During grading, final inspection shall be scheduled by a City Inspector or Case Planner to verify that permanent sealing of all graded areas has been provided for and that hedges or other plant buffers are planted to avoid exposing neighboring residences to prolonged exposure to windblown dust.

IV.C.5 Impacts After Mitigation Measures

The General Plan update is intended to reduce trips and associated air pollutant emissions traditionally associated with standard land uses. This trip reduction will occur through creation of a pedestrian-friendly commercial area and integration with transit facilities. The traffic impact analysis conducted for this Draft Master EIR has assumed a 20% reduction in trips as a combination of internal capture trips and implementation of transportation demand management (TDM) strategies.¹ As stated earlier, the per-trip emissions factors in the SCAQMD's Handbook are based on older emission factors developed by the California Air Resources Board which do not incorporate the strict new carbon monoxide controls which began with the 1993 model year. The factors also do not include the CO reduction benefits of oxygenated fuels which must be used in winter to reduce CO concentrations. Although the per-vehicle emission standard was cut in half between 1992 and 1993, the analysis takes credit for only a 13% reduction in CO emissions, which is only the effect of the new standards on the cold start portion of total emissions. Therefore, remaining emissions still overstate potential CO emissions from the build-out consistent with the General Plan update.

¹ See Section IV.B.4 of this Draft Master EIR for a discussion of the effectiveness of TDM measures and related underlying assumptions.

IV.D: Noise**V.D.1 Environmental Setting****Noise Terminology**

Noise is most often defined as unwanted sound. Sound can be easily measured; however, the variability is subjective and physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "loudness" or "noisiness." Physically, sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures whose scale gives the level of sound in decibels (dB).

Since the human hearing system is not equally sensitive to sound at all frequencies, a frequency-dependent adjustment called A-weighting has been devised to measure sound in a manner similar to the way the human hearing system responds. The A-weighted sound level is expressed in "dBA" or "dB(A)". Figure IV.D.2 provides typical community noise levels and public reaction to these noise levels.

When sound is measured at distinct intervals over a period of time, the statistical distribution of the overall sound level is obtained during that period. The most common parameter associated with such measurements is the energy equivalent sound level (Leq). Leq is a single-number noise descriptor representing the average sound level in a real environment, where the actual sound level varies with time. Lmax is also a common noise descriptor representing the maximum noise level.

While the A-weighted scale is often used to quantify the sound level of an individual event, and is related to subjective response, the degree of annoyance and other response effects depend on a number of factors such as magnitude of the event sound level in relation to the background, or ambient sound level, duration of the sound event, repetitiveness of event occurrences, and time of day the event occurs.

Several methods have been devised to relate noise exposure over time to community response. The U.S. Environmental Protection Agency (EPA) developed the Day-Night Average sound level (Ldn) as the rating method to describe annoyance from long term environmental noise. Ldn is similar to a 24-hour Leq A-weighted level, but with a 10 dB penalty for nighttime (10 p.m. to 7 a.m.) sound levels to account for the increased annoyance that is generally possible during normal sleep hours. The EPA and U.S. Department of Housing and Urban Development (HUD) also use Ldn for evaluating community noise impact.

The Community Noise Equivalent Level (CNEL) has been adopted by the California Aviation Department for airport noise impact studies and by the State of California for environmental noise monitoring purposes. CNEL is similar to the A-weighted Leq, but includes a 5 dB penalty during the evening hours (7 p.m. to 10 p.m.), while nighttime hours (10 p.m. to 7 a.m.) are penalized 10 dB. For outdoor noise, the Ldn noise descriptor is usually 0.5 to 1 dB less than the CNEL in a given environment.

In addition, noise sensitivity is dependent on the types of land uses existing in close proximity of the noise sources. Residential, hospital, school, and park land uses are generally more sensitive to noise. Figure IV.D.5 provides the land use compatibility guidelines based on HUD and EPA standards.

Noise sources in the City of Lakewood are characteristic of most urban cities in the Los Angeles metropolitan area. The major sources of noise include the following:

1. Freeways.
2. Primary arterials and collector streets.

3. Passenger and freight on-line railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airports operation.
5. Local industrial plants, including but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

The major sources of noise in the City of Lakewood are illustrated in the following figures:

- Figure IV.D.1 illustrates the current noise contours and levels for the Long Beach Airport including the McDonnell Douglas Jet Testing area;
- Figure IV.D.3 present existing noise contours and anticipated noise levels for the Union Pacific and Southern Pacific railroad lines traversing through and by the City of Lakewood; and
- Figure IV.D.4 illustrates the Year 1992 noise contours from traffic on the City's primary arterials and major streets, and Table IV.D.1 provides the distance to the 65 and 60 dBA noise contours.

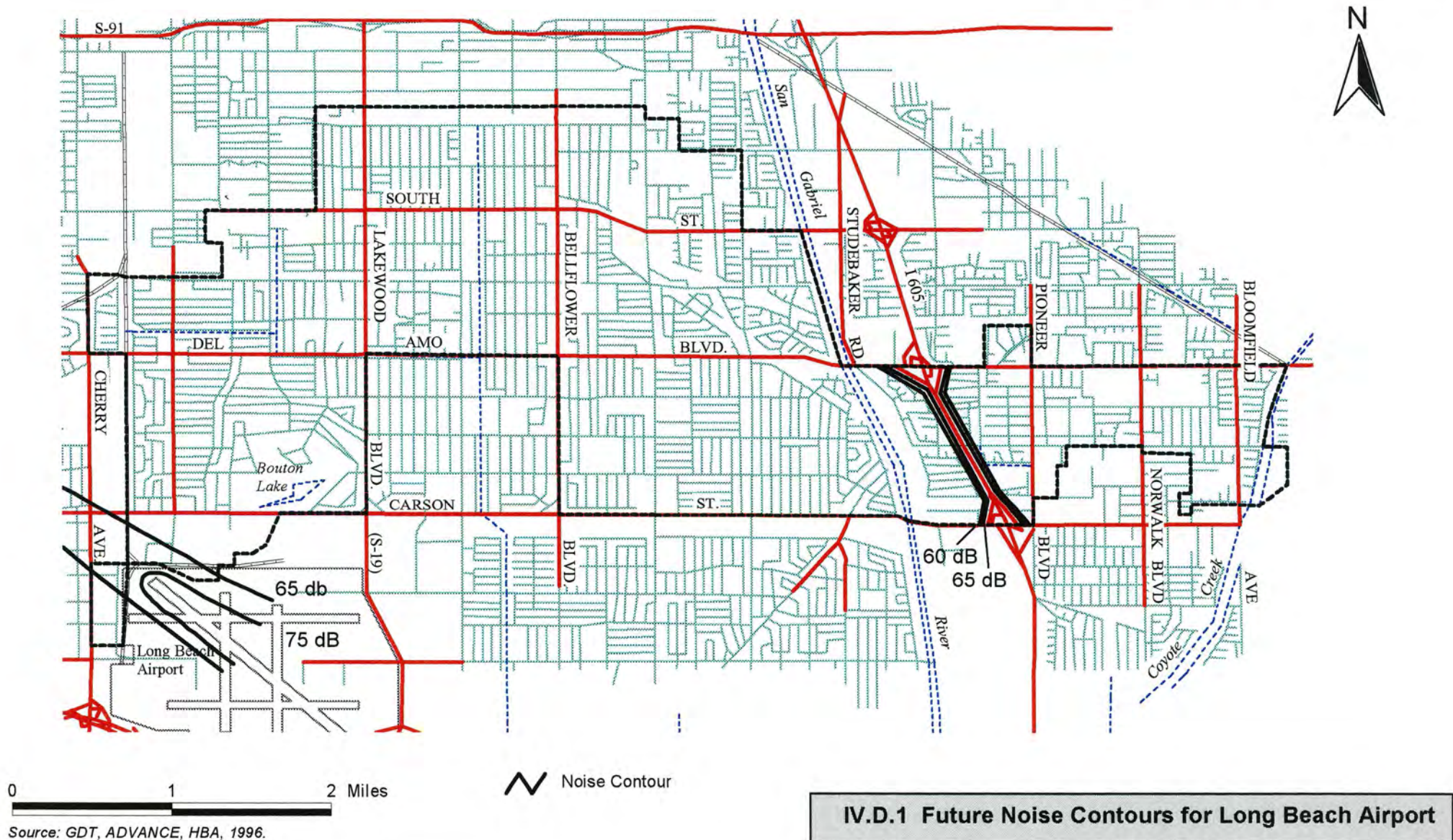
Noise Issues

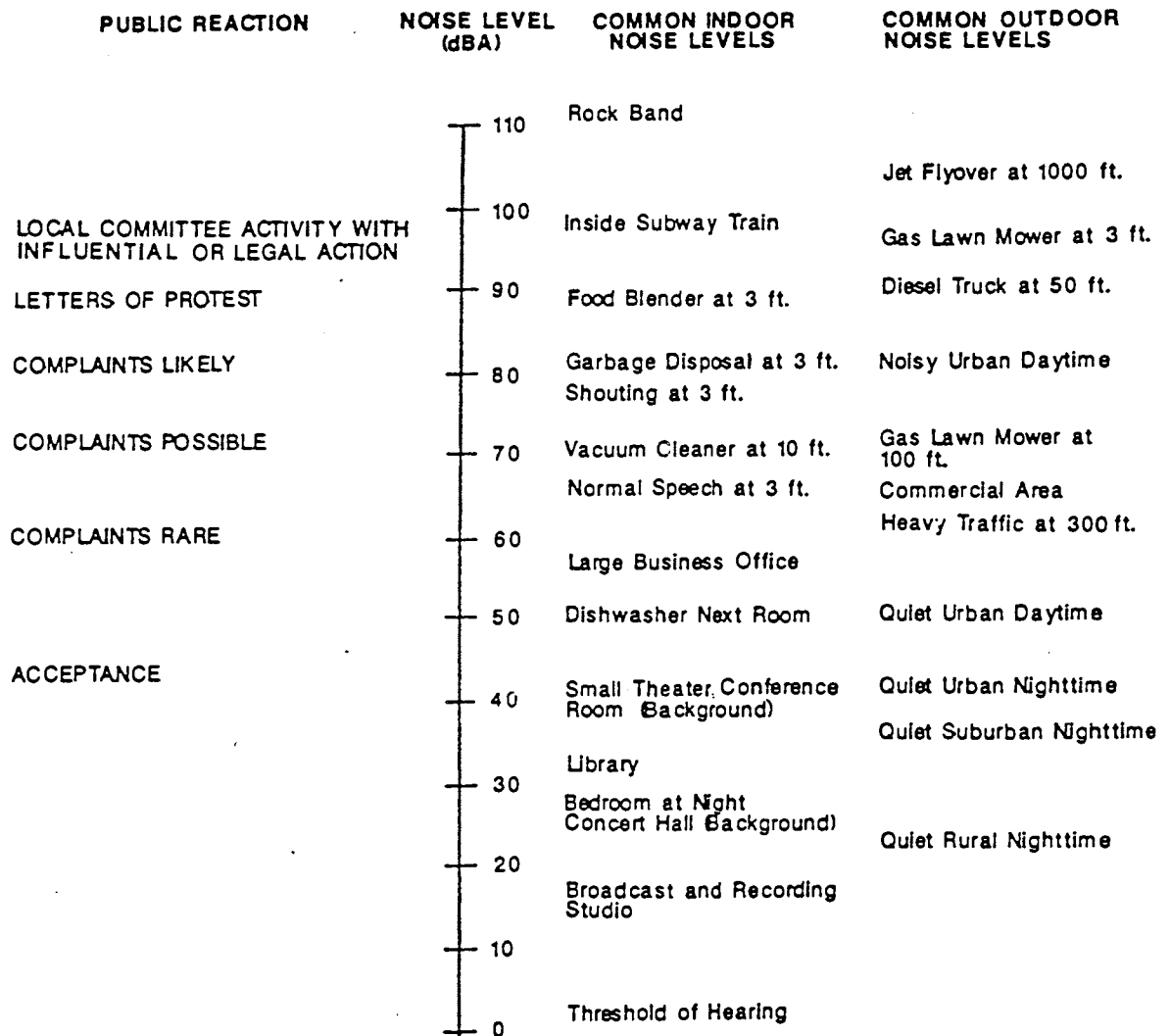
The City of Lakewood Public Information Office periodically receives noise complaints regarding a variety of sources. Undesirable noises can have a negative impact on the quality of life. Noise issues in Lakewood include:

- The most pervasive noise in Lakewood comes from motor vehicles. Other mobile noise generators in Lakewood include railroads, aircraft, and the Long Beach Airport.
- Noise from the McDonnell Douglas facility bordering the southwest portion of the city, has had a significant effect on adjacent Lakewood neighborhoods.
- A total of 94 noise-related complaints were filed during a two-year time period between 1991 and 1994. The complaints listed in Table IV.D.2 represent the type and frequency of commonly-reported noise sources which have adverse impacts. Nearly all activities were reported by owners of single-family homes.
- Noise sensitive land uses in Lakewood generally include residential, convalescent and rest homes, hospitals, libraries, churches, and schools.

IV.D.2 Criteria of Significance

There are two principal noise criteria which should be considered in determining potential impacts associated with the proposed General Plan update. The first is taken from the City of Lakewood Noise Ordinance and is used to evaluate construction noise associated with the proposed project. According to the Noise Ordinance, noise from construction equipment must not exceed 85 dBA when measured at a distance of 100 feet from the equipment. In addition, when within 500 feet of residential areas, construction activities are limited to the hours between 7:00 a.m. and 9:00 p.m., Monday through Saturday.





Source: Caltrans Noise Manual, California State Dept. of Transportation, March 1980, pg. 1-1-4.

Figure IV.D.2: Community Noise Levels and Public Reaction

Table IV.D.1: 1992 Daily Traffic and dB CNEL Contours by Roadway

Street	Location	ADT	Contour Distance From Edge of Right of Way	
		(Thousands)	60dB	65dB
ALLINGTON ST	BELLFLOWER TO WOODRUFF	4.6	56	34
ALLINGTON ST	WOODRUFF TO CARPINTERO	11.0	120	56
ASHWORTH	LAKEWOOD TO CLARK	3.2	38	17
ASHWORTH	CLARK TO BELLFLOWER	4.0	50	25
ASHWORTH	BELLFLOWER TO WOODRUFF	2.5	35	15
BELLFLOWER BLVD	SOUTH TO ASHWORTH	21.1	220	100
BELLFLOWER BLVD	CANDLEWOOD TO SOUTH	20.1	200	95
BELLFLOWER BLVD	DEL AMO TO CANDLEWOOD	20.7	205	100
BELLFLOWER BLVD	CARSON TO DEL AMO	20.5	190	90
BLOOMFIELD AVE	CENTRALIA TO DEL AMO	15.0	175	80
BLOOMFIELD AVE	CARSON TO DEL AMO	14.4	163	75
CANDLEWOOD ST	PARAMOUNT TO UPRR	15.5	170	78
CANDLEWOOD ST	PARAMOUNT TO DOWNEY	16.2	175	80
CANDLEWOOD ST	LAKEWOOD TO DOWNEY	17.4	170	78
CANDLEWOOD ST	LAKEWOOD TO CLARK	23.6	155	73
CANDLEWOOD ST	CLARK TO BELLFLOWER	13.0	110	55
CANDLEWOOD ST	BELLFLOWER TO WOODRUFF	7.3	75	36
CANDLEWOOD ST	WOODRUFF TO PALO VERDE	4.0	58	28
CARSON ST	PARAMOUNT TO CLUB HOUSE	29.8	220	105
CARSON ST	CLUB HOUSE TO LAKEWOOD	30.1	225	110
CARSON ST	UPRR TO PARAMOUNT	27.1	220	105
CARSON ST	BELLFLOWER TO WOODRUFF	26.0	220	105
CARSON ST	WOODRUFF TO PALO VERDE	27.5	225	105
CARSON ST	PALO VERDE TO LOS COY	28.0	225	105
CARSON ST	LOS COYOTES TO SG RIVER	33.5	255	120
CARSON ST	SG RIVER TO PIONEER	40.8	305	148
CENTRALIA ST	BELLFLOWER TO WOODRUFF	3.8	46	22
CENTRALIA ST	PALO VERDE/WOODRUFF	2.6	37	17
CENTRALIA ST	PIONEER TO NORWALK	14.7	156	73
CENTRALIA ST	NORWALK TO BLOOMFIELD	13.0	140	68
CENTRALIA ST	PIONEER TO STUDEBAKER	8.5	110	53
CHERRY	WARDLOW TO CARSON	34.7	280	135
CHERRY	DEL AMO TO CANDLEWOOD	27.2	230	110
CLARK AVE	ASHWORTH TO SOUTH	18.7	180	85
CLARK AVE	SOUTH TO CANDLEWOOD	22.4	200	95
CLARK AVE	CANDLEWOOD TO DEL AMO	22.8	190	90
DEL AMO BLVD	PARAMOUNT TO DOWNEY	30.9	280	135
DEL AMO BLVD	UPRR TO PARAMOUNT	32.2	280	135
DEL AMO BLVD	LAKEWOOD TO CLARK	31.2	240	115
DEL AMO BLVD	CLARK TO BELLFLOWER	35.4	305	150
DEL AMO BLVD	BELLFLOWER TO WOODRUFF	38.6	315	155
DEL AMO BLVD	WOODRUFF TO PALO VERDE	34.6	300	145
DEL AMO BLVD	PALO VERDE TO SG RIVER	35.9	305	150
DEL AMO BLVD	DOWNEY TO LAKEWOOD	31.3	270	130
DEL AMO BLVD	605 FWY TO PIONEER	29.5	250	120
DEL AMO BLVD	PIONEER TO NORWALK	23.4	220	105
DEL AMO BLVD	NORWALK TO BLOOMFIELD	19.5	200	95
DOWNEY AVE	CANDLEWOOD TO SOUTH	14.8	155	70
DOWNEY AVE	DEL AMO TO CANDLEWOOD	9.0	105	50
LAKEWOOD	CARSON TO DEL AMO	32.7	270	130
LAKEWOOD	DEL AMO TO CANDLEWOOD	33.5	260	125
LAKEWOOD	CANDLEWOOD TO SOUTH	33.9	260	125
LAKEWOOD	SOUTH TO ASHWORTH	35.2	270	130
NORWALK BLVD	CENTRALIA TO DEL AMO	18.6	180	85
PALO VERDE	CARSON TO CENTRALIA	8.0	90	42
PALO VERDE	CENTRALIA TO DEL AMO	8.9	96	46
PALO VERDE	SOUTH TO ALLINGTON	10.4	120	58

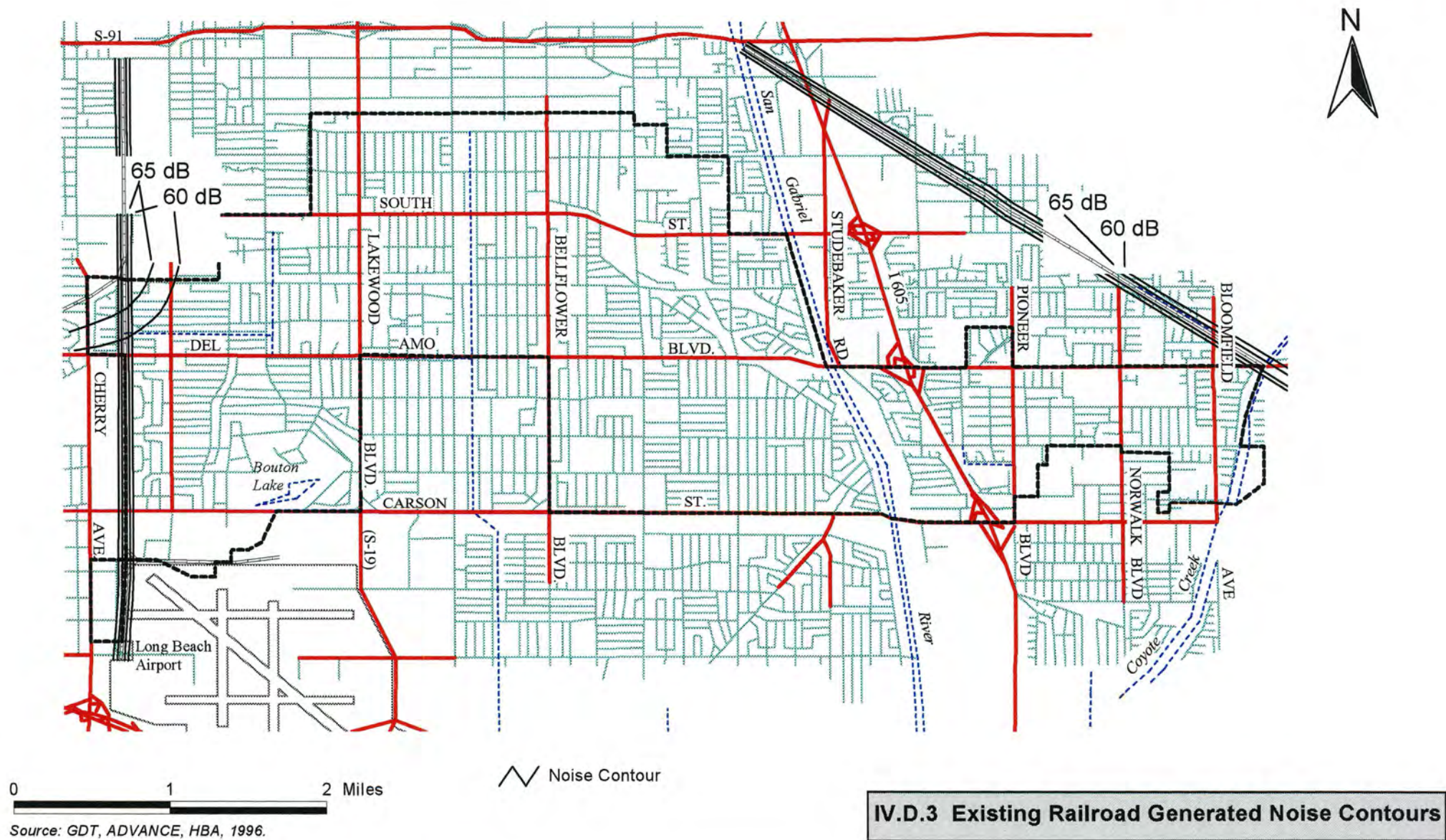
PALO VERDE	SOUTH TO DEL AMO	4.6	70	34
PARAMOUNT BLVD	DEL AMO TO CANDLEWOOD	20.2	180	85
PARAMOUNT BLVD	CARSON TO DEL AMO	18.5	200	95
PARAMOUNT BLVD	COVER TO CARSON	13.4	130	65
PIONEER BLVD	DEL AMO TO LOS COYOTES	15.0	163	75
PIONEER BLVD	CENTRALIA TO DEL AMO	21.9	200	95
PIONEER BLVD	CARSON TO CENTRALIA	18.4	180	85
SOUTH ST	LAKEWOOD TO CLARK	31.2	250	120
SOUTH ST	CLARK TO BELLFLOWER	35.4	290	145
SOUTH ST	BELLFLOWER TO WOODRUFF	38.6	305	150
SOUTH ST	WOODRUFF TO PALO VERDE	34.6	300	145
SOUTH ST	PALO VERDE TO SG RIVER	35.9	290	145
SOUTH ST	DOWNEY TO LAKEWOOD	30.9	250	120
SOUTH ST	PARAMOUNT TO DOWNEY	29.0	250	120
STUDEBAKER RD	DEL AMO TO CENTRALIA	10.3	127	60
WOODRUFF AVE	ALLINGTON TO ASHWORTH	22.0	205	95
WOODRUFF AVE	CARSON TO DEL AMO	22.5	205	95
WOODRUFF AVE	SOUTH TO DEL AMO	22.7	210	100
WOODRUFF AVE	SOUTH TO ALLINGTON	22.4	205	95

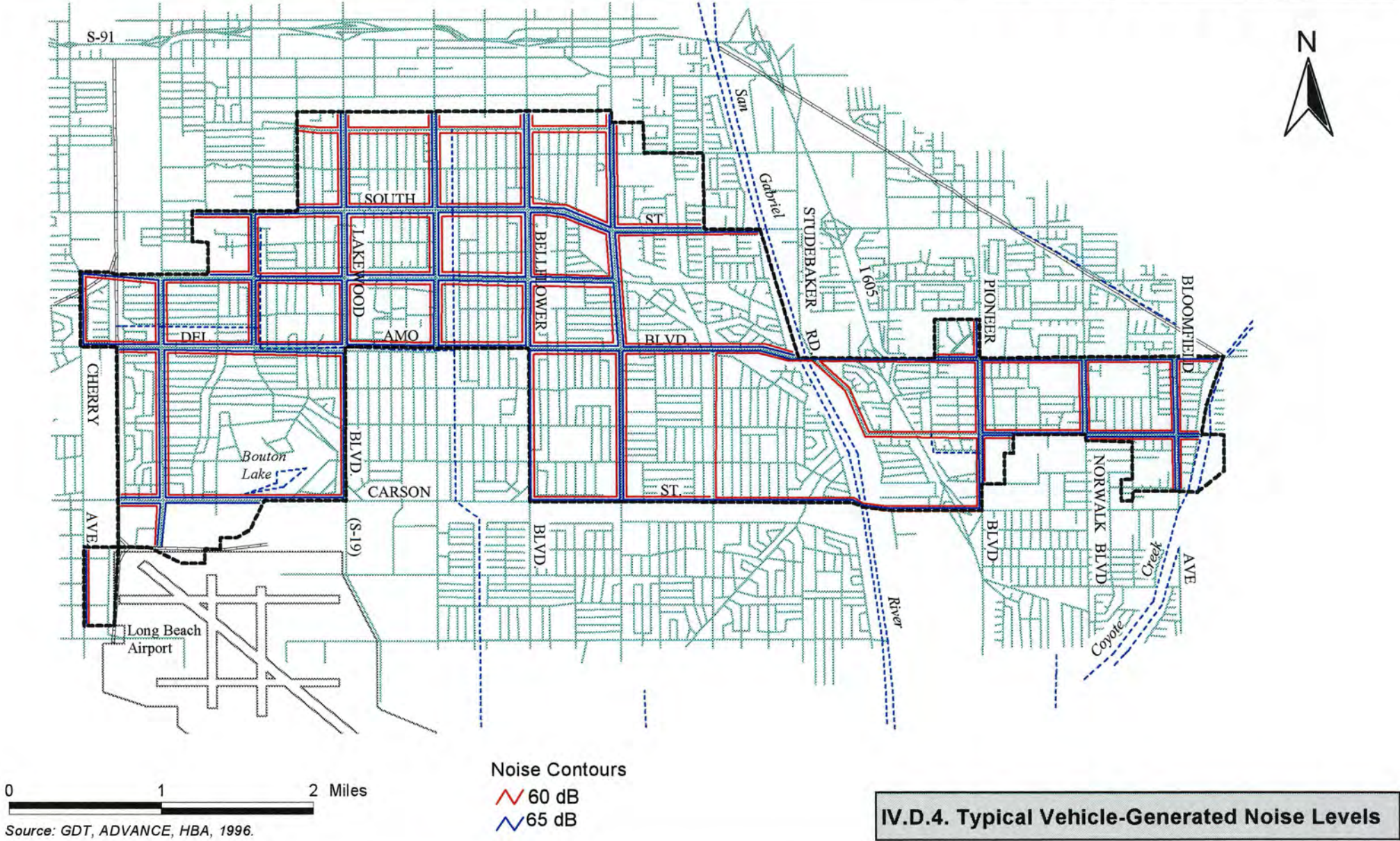
Source: City of Lakewood Traffic Study; Wildan Associates; 1992

Table IV.D.2: Predominant Noise Complaints; 1991-92, 1993-94

Noise Source	1991-92	1993-94
Barking Dogs	71	46
Other Noisy Animals	N/A	28
Home Auto Repairs	8	2
Aircraft Noise	6	1
Commercial Parking Lot Cleaning	5	8
Commercial Deliveries	4	4
Commercial Mech. Equip.	3	1
Residential Mech. Equip.	3	2
School Activities	2	0
Construction Noise	2	6
Comm./Instit. Landscape Maint.	2	0
Motor Vehicle Residential	1	4
Motor Vehicle Commercial	1	2
Live/Loud Music Residential	1	5
Yard Maintenance Residential	1	2
Auto Repair Commercial	1	0
Totals:	94	111

Source: City of Lakewood, Community Development Department, September, 1995





Land Use Category	Community Noise Contours L _{dn} or CNEL, dB						
	50	55	60	65	70	75	80
Residential - Low Density, Single-family, Duplex, Mobile Homes							
Residential - Multiple Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreations, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Interpretation/Legend

Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.	
Conditionally Acceptable New construction of development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.	
Normally Unacceptable New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.	
Clearly Unacceptable New construction or development should generally not be undertaken.	

Source: California Department of Health Services.

Figure IV.D.5: Noise/Land Use Compatibility Matrix

In addition, the following criteria should be used to determine potential noise impacts:

- a 5dBA or more increase in long-term noise levels over existing noise levels in areas of sensitive receptors (i.e., schools, libraries, religious centers, residences, etc.).
- establishment of land uses that are incompatible with existing ambient noise level standards.

IV.D.3 Environmental Impacts

To evaluate the effects of noise levels related to adoption of the proposed General Plan update, the General Plan guidelines of the State of California were considered (California, 1990). The state's planning guidelines indicate a Community Noise Equivalent Level (CNEL) of 65 dBA as a normally acceptable level for noise sensitive land uses such as residences. CNEL represents an energy average of the A-weighted noise level over a 24-hour period, with a five and ten decibel "penalty" added to noise occurring during the evening and nighttime periods, respectively. In the event that existing noise levels exceed a 65 dBA CNEL, CEQA Guidelines consider an impact to be significant if the existing noise levels are increased by 3 dBA or more. Changes of less than 3 dBA are considered undiscernable to most people of normal hearing sensitivity.

Construction Noise: In general, demolition and construction activities resulting from development within the City would result in increases in ambient noise levels in the vicinity of construction sites on an intermittent basis. These activities may pose a temporary annoyance to some adjacent residences. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. It is estimated that typical construction noise levels associated with the type of work to take place would range between 61 and 92 dBA at a distance of 100 feet, depending on the type of construction equipment and mode and style of operation. This would potentially exceed the City's 85 dBA construction noise limit by 7 dBA, and would be considered a significant impact.

A second source of construction-related noise would be haul trucks accessing future development sites consistent with the proposed General Plan. At a distance of 100 feet, most diesel engine trucks with haul trailers generate sound levels between 64 and 90 decibels. Street traffic noise, including construction traffic, is exempt from the City's noise ordinance. However, frequent truck activity along local streets would significantly raise the ambient noise level during the construction period. Noise from haul trucks along these routes would be intermittent, but noticeable, and could be a temporary source of annoyance when passing noise sensitive areas such as residences.

A third source of construction-related noise will be the result of the construction of the proposed public improvements, such as the on-street landscaping areas, street repaving and other capital improvement projects identified in the General Plan or developed at some point in the future to implement the General Plan's objectives. These activities may pose a temporary annoyance to some adjacent residences. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener.

Traffic-Related Noise: Future traffic noise along major roadways and the I-605 was predicted using the Federal Highway Administration Traffic Noise Prediction Model (FHWA RD-77-108) methodology and traffic data provided in the transportation section. The

FHWA model uses the traffic data and roadway characteristics to compute an equivalent sound level. A typical urban 24-hour traffic distribution was used to calculate the CNEL for each roadway. A medium (2-axle) and heavy (3 or more axle) truck mix of two percent, respectively, was used for the analysis, as well as a soft-site drop off rate of 4.5 dB per doubling of distance. A soft-site drop off rate of 4.5 dB per doubling of distance results in less conservative contour distances when compared to a hard-site drop off rate of 4.5 dB per doubling of distance. Where future projected traffic volumes exceeded Level of Service 'C' traffic volumes, the LOS C volume was used because LOS C volumes result in the highest noise levels.

Future traffic noise levels in the City of Lakewood will increase along all roadways with increased traffic volumes. Noise impacts from buildout of the updated General Plan will occur adjacent to the heavily traveled roadways. Traffic along Ashworth, Bellflower, Bloomfield, Candlewood, Carson, Cherry, Clark, Del Amo, Downey, Lakewood, Norwalk, Palo Verde, Paramount, Pioneer, South, Studebaker, Woodruff, and the 605 Freeway will generate noise that exceeds 65 dBA at General Plan buildout and significantly impact adjacent noise sensitive land uses. Table IV.3 presents the future noise levels for various roadway segments at buildout of the updated General Plan. Figure IV.D.6 shows the Projected Future Traffic Noise Contours. The roadway noise levels represent unmitigated conditions. Therefore, land uses which have walls, berms, or structures which block the noise path would experience lower noise levels.

Train and Aircraft Noise: Noise along the railroad right-of-way is not expected to increase significantly from buildout of the updated General Plan, and is not expected to change significantly when compared to existing noise levels. Noise sensitive land uses located adjacent to the railroad right-of-way which are exposed to noise exceeding 65 dBA would continue to be impacted significantly from train noise. Future aircraft operations at Long Beach Airport are expected to increase when compared to existing conditions. Although future noise contours are not available from Long Beach Airport, noise sensitive land uses located within the 65 dBA contour would be expected to experience significant noise impact. If new development is to occur adjacent to the railroad and near Long Beach Airport, environmental review may be required to assess the future noise environment. Noise sensitive land uses located near the railroad track and under aircraft flight tracks would have the potential to experience annoyance from single event noise levels.

Industrial Noise: Noise from industrial facilities such as the McDonnell Douglas facility, which is outside of the City, will continue to generate noise throughout the City of Lakewood. Noise impacts from buildout of the updated General Plan are not expected to change compared with existing conditions; however, implementation of the City's goals, policies, and implementation programs would reduce noise impacts from industrial operations.

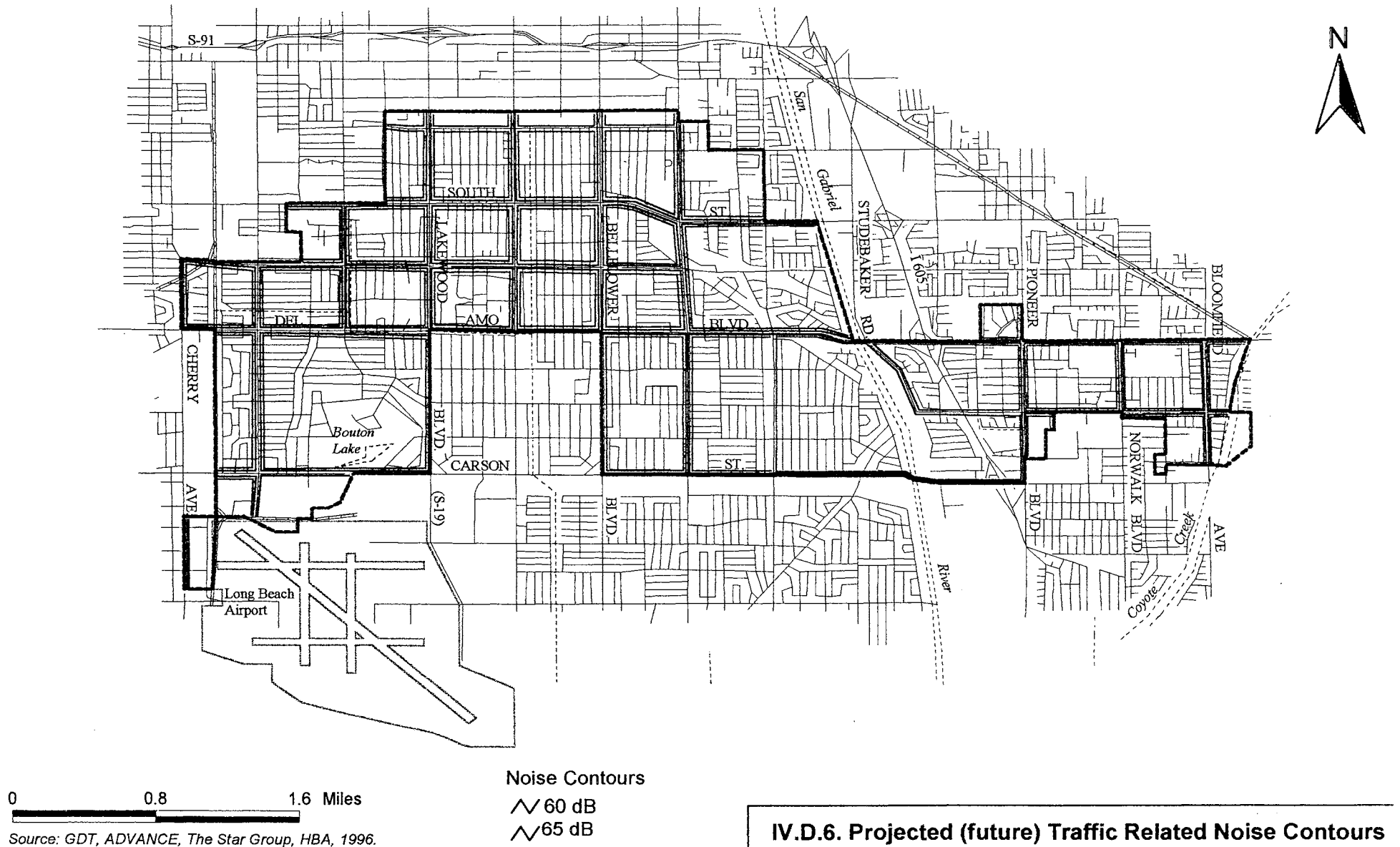
The following goals, policies, and implementation programs address noise in Lakewood and, as implemented, will reduce potential impacts:

Noise Goal 1: Maintain or reduce noise levels throughout the city.

Policies:

- 1.1 Ensure that new and expanded commercial projects do not generate adverse noise impacts on adjacent residential areas.

IV. Setting, Impacts and Mitigation Measures



Source: GDT, ADVANCE, The Star Group, HBA, 1996.

**Table IV.3: Comparison of 1992 and 2020
Traffic-Generated Noise Levels on Key Streets**

Location	Traffic Noise (CNEL) Contour Distance From Centerline of Key Street/Arterial								
	Existing Conditions			Future Noise Levels Without Gen. Plan Update ¹			Future Noise Levels With Gen. Plan Update ¹		
	ADT	Contour Distance		ADT	Contour Distance		ADT	Contour Distance	
		60dB	65 dB		60dB	65 dB		60dB	65 dB
South/Palo Verde to San Gabriel River	35,900	290	145	42,300	325	154	44,400	341	161
South/Woodruff to Palo Verde	34,600	300	145	40,800	335	158	41,500	339	160
South/Bellflower to Woodruff	38,600	305	150	45,500	355	167	50,500	355	167
South/Clark to Bellflower	35,400	290	145	41,800	340	161	44,700	255	167
Del Amo/Downey to Lakewood	31,300	270	130	36,900	313	148	38,800	324	153
Del Amo/Woodruff to Palo Verde	34,600	300	145	40,800	333	160	41,500	333	160
Del Amo/Bellflower to Woodruff	38,600	315	155	45,500	330	156	46,400	330	156
Del Amo/Clark to Bellflower	35,400	305	155	41,800	330	156	42,800	330	156
Del Amo/Paramount to Downey	30,900	280	135	36,500	311	147	38,000	319	151
Del Amo/Pioneer to Norwalk	23,400	220	105	27,600	258	123	28,200	262	124
Paramount/Carson to Del Amo	18,500	200	95	21,800	222	107	22,800	228	110
Paramount/Del Amo to Candlewood	20,200	180	85	23,800	235	113	25,700	247	118
Clark/South to Candlewood	22,400	200	95	26,400	208	99	28,100	251	103
Clark/Ashworth to South	18,700	180	85	22,100	168	81	23,600	176	84
Bellflower/Del Amo to Candlewood	20,700	205	100	24,400	239	114	25,600	246	118
Woodruff/South to Del Amo	22,700	210	100	26,800	254	121	28,400	264	126

Note: 1. Future traffic noise projections prepared by Parsons Engineering Science, Inc., were prepared with the FHWA Highway Traffic Noise Prediction Model (RD-77-108A) methodology, and traffic data provided in the transportation section. Where future projected traffic volumes exceeded Level of Service 'C' traffic volumes, the LOS C volume was used because LOS C volumes result in the highest noise levels. A truck mix of two percent for two axle trucks and two percent for three or more axle trucks was assumed for the analysis. A soft site drop off rate of 4.5 dB per doubling of distance was used to maintain a conservative analysis for contour distances.

- 1.2 Support the enforcement of existing speed limits. Ensure motor vehicle codes are enforced that require adequate mufflers on all vehicles.
- 1.3 Integrate noise reduction techniques in the building plan review process.
- 1.4 Encourage the reduction of noise levels generated at the Long Beach Airport.
- 1.5 Reduce the number of noise complaints in the City.

Noise Goal 2: Minimize railroad noise impacts on residential areas.

Policies:

- 2.1 Encourage Union Pacific and Southern Pacific railroads to schedule trains during daylight hours when possible.

Noise Goal 3: Maintain and control noise generated from the Long Beach Airport.

Policies:

- 3.1 Continue to monitor airport expansion plans, whether they relate to physical development or rescheduling of flights, to determine if such expansions would have a negative impact for Lakewood residents.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

- Program 1: Continue to regulate delivery times and hours of operation for those uses that would otherwise have negative noise impacts on adjacent residential properties. *(See policies 1.1 and 1.5.)*
- Program 2: Monitor and enforce existing speed limits. Enforce motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the City. *(See policies 1.1, 1.2 and 1.5.)*
- Program 3: Require that new commercial or industrial projects or proposed expansions of existing commercial and industrial uses which abut residential uses provide noise barriers to protect residents. Require that new multifamily projects abutting single-family homes have noise barriers for adjacent areas. *(See policies 1.1, 1.3 and 1.5.)*
- Program 4: Utilize Lakewood Living, Lakewood radio (1620 AM), telephone and the Internet, to inform residents of the legal limitations of noise sources such as barking dogs, loud parties, residential mechanical equipment, etc. Residents should be informed on how to make formal noise complaints. *(See policies 1.1 and 1.5.)*
- Program 5: Contact the Union Pacific and Southern Pacific railroads on an annual basis to check train schedules and encourage the scheduling of trains during the daytime. *(See policies 1.1, 1.5 and 2.1.)*

- Program 6: Continue to require noise attenuation measures as adopted in the Los Angeles County Building Code. *(See policy 1.3.)*
- Program 7: Continue to monitor expansion plans of Long Beach Airport, either physical or rescheduling of flights, and confirm that such expansions meet applicable noise requirements. *(See policies 1.4 and 3.1.)*
- Program 8: Continue assisting low and moderate income households, through the City's home improvement program, in making noise attenuation improvements. *(See policies 1.3 and 1.5.)*

With implementation of the policies and programs included in the Draft Noise Element potential noise impacts can be reduced to less than significant levels.

IV.D.4 Mitigation Measures

In addition to the goals, policies and implementation programs recommended in the Draft Noise Element, the following measures would reduce construction noise impacts to a level of "not significant:"

- The projects constructed within the proposed General Plan shall comply with applicable City noise regulations.
- For individual projects, a procedure shall be established to notify adjacent property owners and tenants, particularly residences, of time periods when there would be noisy construction activities.
- During construction, the contractors shall muffle and shield intakes and exhaust, shroud and shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.
- During construction of projects within the City, truck haul routes (demolition waste, dirt excavation, cement, materials delivery) shall be designated and approved to minimize noise impacts at noise sensitive land uses.

For the City's capital improvement projects, the following measures would reduce construction impacts to a level of "not significant":

- As projects are designed and developed within the City, truck loading and trash pickup areas shall be located as far away as possible from adjacent residences. These facilities shall utilize screening walls or be enclosed.
- Newer equipment will be requested and used, whenever possible. Newer equipment is generally quieter in operation than older equipment. All construction equipment will be inspected at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
- The distance between noisy construction-related activities and noise-sensitive land uses will be maximized. For example, stationary noisy equipment will be located away from construction boundaries that are near noise-sensitive land uses.

- Concrete trucks will perform mixing and other activities that require high revving of the truck engine will be limited to the hours specified in the City's adopted Noise Ordinance.
- Electric hand-tools will be used instead of gas-powered, whenever possible.
- Temporary noise barriers may be required to protect against excessive noise levels if construction activities (including contractor staging areas) occur in an area closer than 100 feet to noise-sensitive land uses. Noise barriers can be made of heavy plywood, heavy vinyl curtain material, natural or temporary earth berms, or stockpiles of construction material, if available. The amount of noise reduction achievable by the use of barriers is dependent mainly on their height. The objective is to attempt to block the line-of-sight between the noise creating source(s) and the observer locations on nearby noise-sensitive land uses. Typically, a barrier will provide 5 to 10 dBA of noise reduction.

IV.D.5 Impacts After Mitigation Measures

None. With the implementation and enforcement of above noise mitigation measures, it is anticipated that there will be no remaining significant adverse noise impacts resulting from the proposed City of Lakewood Updated General Plan.

IV.E: Population and Housing

IV.E.1 Environmental Setting

Employment

Historically, certain industries and related supporting businesses tend to cluster together "naturally" or without a directed effort. For many years, Detroit was the center of domestic automobile production. Suppliers tended to be clustered in that region of the nation, in an effort to be close to automobile manufacturers. In Silicon Valley, computer manufacturers and software developers clustered together, mutually supporting each other, universities also played a role in the development of that industry cluster. At least in part, the Southern California economy has traditionally been based upon aerospace manufacturing, their supporting industries, and local retail businesses. Lakewood's labor force is diverse in terms of industry of employment. In 1990, the single greatest type of employer of Lakewood residents was manufacturing at 25.2%, followed by professional and related services at 18.5%. Retail trade was third at 15.7%, and the remaining categories ranged from 1.6% to 6.5% (see Table IV.E.1 below).

Table IV.E.1: Industry of Employment (1980 and 1990)

Industry	1980		1990		Percentage of Change
	Number	%	Number	%	
Agriculture, Forestry, Fishing, Mining	430	1.2	600	1.6	+ 28.3
Construction	2,164	5.8	2,158	5.8	- 0.3
Manufacturing	10,425	28.0	9,407	25.2	- 10.8
Transportation	1,876	5.0	1,879	5.0	+ .2
Communication & Public Utilities	1,214	3.3	1,286	3.4	+ 5.6
Wholesale Trade	2,228	6.0	2,265	6.1	+ 1.6
Retail Trade	6,243	16.8	5,880	15.7	- 6.2
Finance, Insurance, & Real Estate	1,828	4.9	2,409	6.5	+ 24.1
Business & Repair Services	1,754	4.7	1,865	5.0	+ 6.0
Personal, Entertainment & Recreation	1,212	3.3	1,399	3.7	+ 13.4
Professional & Related Services	6,463	17.2	6,921	18.5	+ 6.6
Public Administration	1,424	3.8	1,310	3.5	- 8.7
Total	37,211	100%	37,379	100%	+ .5

Source: U.S. Department of Commerce, 1980 and 1990 Census report.

While the defense industry has been a major source of income to the region, it is difficult to predict if this will continue to be the case, or what types of industry clusters will form in the future. Other industries, such as the entertainment industry, are likely to continue to contribute to the regional economy. Local government efforts regarding new industry clusters cannot be one of creation, rather one of making the necessary improvements for fostering the growth of new and existing industry clusters.

Projected industry clusters include the following:

Fashion, Apparel and Textiles: Most businesses in this industry are located semi-centrally to Los Angeles, away from the Long Beach/Lakewood area.

Tourism, Recreation, Media & Entertainment: Southern California's tourism and recreation areas are focused around beaches, theme parks, and to some extent, metropolitan Los Angeles. The media and entertainment industry is also located away from the Long Beach/Lakewood area. Efforts should be made to improve the image of the region, to continue to attract visitors.

Environmental Technology: A new and growing field, environmental technology does not yet have an established area where a substantial amount of clusters have formed, rather small clusters do exist throughout the region.

Aerospace and Defense: The Southeast Los Angeles County subregion does have significant industry clusters, although the level of employment has been declining due to decreases of federal government expenditures in these industries. Part of the subregions challenge might be helping industries convert their products for use by general consumers. The Economic Development Corporation of Los Angeles County has identified conversion opportunities to help plan for the diminishing role of defense related jobs. These opportunities include; advanced telecommunications and information systems, advanced transportation systems, medical equipment, clean air systems and environmental products.

International Trade Services: The region has one of the busiest sea ports in the world. Efforts should be made to support the development of the Alameda Corridor, to support the federal "one-stop" export assistance center and to support export financing.

Advanced Transportation Systems and Technology: Industry clusters for this field have not yet begun to truly develop. Aerospace and Defense industries should be encouraged to expand into this field.

Biomedical Equipment and Technology: The Southern California Association of Governments Regional Comprehensive Plan reports that "Southern California, in many respects, is already on the leading edge of health care and biomedical equipment technologies and services. Linkages between well-defined and established health care and medical device industry clusters and biomedical firms will be one of the key strategies to create accelerated growth, high wage employment and global market potential. This strategy is being implemented by Orange County's Partnership 2010 by leveraging the linkages between the clusters, the research assets of U.C. Irvine and San Diego County's established biotechnology cluster." Aerospace and defense firms should be encouraged to explore the possibilities of expanding into this field.

Professional Services: Professional service firms should be encouraged to export their services, and assistance for doing business abroad could be provided through a "one-stop" service export assistance center for professionals.

As mentioned earlier, the development of a new business or cluster of industries in a given area is dependant in part on the quality of the labor force, and their ability to function in the work environment of the future. Such ability can typically be gained through education. Therefore, educational institutions ranging from elementary schools to colleges and trade programs must strongly be encouraged to offer a curriculum that provides the training needed in the workplace of the future.

Population

As of January 1, 1990, according to the U.S. Department of Commerce, Bureau of the Census, the City of Lakewood's population was 73,557. As Table IV.E.2 illustrates, Lakewood's population decreased by 1,057 persons (-1.5%) between 1980 and 1990. Table IV.E.2 compares population trends for Lakewood and surrounding jurisdictions.

Table IV.E.2: Population Trends for Lakewood and Surrounding Jurisdictions (1980-1990)

JURISDICTION	1980	1990	Increase/ Decrease (%)
Bellflower	53,441	61,815	+ 15.7
Cerritos	53,020	53,240	+ 0.4
Cypress	40,391	42,655	+ 0.6
Lakewood	74,654	73,557	-1.5
Long Beach	361,334	429,433	+ 18.9
Los Angeles County	7,477,503	8,863,164	+ 18.5
Paramount	36,407	47,669	+ 31.0
Signal Hill	5,734	8,371	+ 46.0

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

The decline in Lakewood's population is a result of two main factors: its "built out" character and, most importantly, Lakewood's growing senior citizen population.

As in recent years, Lakewood's future population potential will be greatly influenced by a scarcity of vacant land. In 1994, Lakewood was 99.5 percent built-out. Trends existing in the community, such as commercial redevelopment and the recycling of underutilized residential lots for higher density use, have and will continue to contribute to the City's economic vitality. However, due to its vacant land shortage, it is not expected Lakewood will experience substantial population increases from future land development projects.

The factor most influential in Lakewood's decline in population during the past decade is its changing demographics. As Table IV.E.3 indicates, between 1980 and 1990, the total number of Lakewood households increased by 1.3 percent (+ 349 households). However, the average household size decreased from 2.9 person per household in 1980 to 2.81 persons per household in 1990. This decrease in household size is directly related to an increase in the number of Lakewood's senior citizens² who typically have smaller households. Census data pertaining to Lakewood's "family"³ trends is also significant. Between 1980 and 1990, the

² According to Census data, between 1980 and 1990 the number of Lakewood residents over 65 years old increased by 60%.

³ According to Census definitions, "A Family consists of a householder and one or more other persons living in the same household who are related to the householder by birth, marriage, or adoption." "A Household includes all the persons who occupy a housing unit."

number of families in Lakewood decreased by 819 (-3.9 percent), while non-family households (single-person households) increased from 4,853 to 6,021 (+ 24.1 percent).

As the City's resident population continues to age, it is reasonable to expect the existing housing stock would be turned over to younger residents of child-bearing age. However, statewide economic conditions, occurring since 1989, have severely affected the housing market of Lakewood and surrounding cities.

Table IV.E.3: Lakewood Household Characteristics (1980 and 1990)

HOUSEHOLD TYPE	1980	1990	Change (1980 to 1990)	
			Number of Units	Percent
Households ^(a) :	25,853	26,202	+ 349	+ .96%
Families	21,000	20,181	-819	- 3.9%
Non-Families	4,853	6,021	+ 1,168	+ 24.1%
In Group Quarters	13	98	85	+ 654%
Average Household Size	2.89	2.81	-0.08	(n.a.)

NOTES:

(a) Households counted in 1990 include "Other" dwellings (e.g., vans, cars, boats, etc.) not previously counted in 1980.

Source: U.S. Department of Commerce, Bureau of Census, 1980 and 1990 Census Reports.

Table IV.E.4 projects Lakewood's population growth through the year 2010. In its "Regional Growth Management Plan (GMP)" of 1989, the Southern California Area Governments (SCAG) estimates the City's population will increase by 10,193 persons (12.2 percent) between 1990 and 2010. This projected growth rate is higher than City staff's estimate of 6,943 persons (9.4 percent) for the same time period. The projected growth rate for Los Angeles County for the same time period is 1,368,039 persons (17 percent).

Table IV.E.4: Lakewood Projected Population Growth (1990-2010)

JURISDICTION	1990 (a)	2010		% Change 1990-2010	
		(b)	(c)	(a)	(b)
Lakewood	73,557	83,750	80,500	+ 12.2%	+ 9.4
Los Angeles County	8,863,164	10,231,203	---	+ 17.0%	---

Source: (a) U.S. Department of Commerce, Bureau of the Census, 1990 Census Report.

(b) SCAG 2010 Population Projections, Regional Growth Management Plan (GMP), 1988.

(c) Population projection indicated is the estimate given by the City of Lakewood Community Development Staff on the 8/12/92 GMP Worksheet for Year 2010 projections.

For U.S. Department of Commerce, Bureau of the Census data collection purposes, the City of Lakewood is organized into seventeen Census tracts. This information is displayed on Figure IV.E.1.

Age Characteristics

Table IV.E.5 displays 1980 and 1990 Census data pertaining to Lakewood's age ranges, gender, and median age. This same Census information is displayed in Tables IV.E.6 and IV.E.7 for Los Angeles County and the State of California, respectively.

For Lakewood, from 1980 to 1990, notable changes occurred in the "10-24 year old" and the "over 65 year old" age groups. Significant decreases in the "10-24 year old" age groups ranged from -23.9 percent to -32.9 percent. During the past decade, the City's "65-74 year old" age group significantly grew by 55 percent and its "75 and over" age group increased by 65 percent. Comparatively, during the same time period, at the County and State levels, increases in the number of persons in the "65 and over" age ranged from 13.7 percent to 35.5 percent, respectively. Other notable Lakewood population trends occurred in the "25-34 year old" age group (+9 percent); the "35-44 year old" age group (+30.8 percent); the "45-54 year old" age group (-14.3 percent); and the "55-64 year old" age group (-22.7).

It is also interesting to note that Lakewood's "0-4 year old" age group only increased by 7.9 percent, while persons in this age group category in Los Angeles County and the State increased by 32.7 percent and 40.3 percent, respectively. Demographers believe the increase in the number of young persons, in the County and the State, is directly related to the State's growing Hispanic population, who typically have larger families. During 1990, Hispanic persons in California comprised 25.8 percent of the population as compared to 14.6 percent in Lakewood.

It is also significant to note that Lakewood's "5-9 year old" age group declined by -3.5 percent, while the County and State population numbers increased by 22.4 percent and 38.2 percent, respectively, in this age category.

Between 1980 and 1990, the number of Lakewood persons of the "Baby Boom" era (born between 1946 to 1964, ages 26 to 44 years old) increased by only 18 percent. (Due to Census data organization, it is necessary to use data for "age 25-44" for the "Baby Boom" age group.) Lakewood's growth in the number of its "Baby Boomers" is significantly lower than the percent of increase, between 1980 and 1990, for "Baby Boomers" in the County (+40.6 percent) and State (46.2 percent).

Compared to County and State demographic data, Lakewood's most evident population trend is the significant growth of persons over the age of 65 years, which increased by 60 percent.

During the past decade, the City's median age increased from 31.0 years in 1980 to 33.8 years in 1990. Comparatively, in 1980 the median age in Los Angeles County was 29.8 years, while in 1990 it increased to 30.7 years.

Table IV.E.5: Lakewood Age Composition (1980 and 1990)

Age Range	1980		1990		% Change 1980-90
	Total Persons	Percent of Population	Total Persons	Percent of Population	
0-4	4,941	6.6	5,331	7.3	+ 7.9
5-9	5,304	7.1	5,491	7.5	-3.5
10-14	5,989	8.0	4,555	6.2	-23.9
15-19	6,904	9.2	4,630	6.3	-32.9
20-24	6,283	8.4	4,464	6.1	-29.0
25-34	12,789	17.1	13,938	18.9	+ 9.0
35-44	8,973	12.0	11,733	16.0	+30.8
45-54	8,873	11.9	7,602	10.3	-14.3
55-64	8,959	12.0	6,923	9.4	-22.7
65-74	4,044	5.4	6,256	8.5	+55.0
75 +	1,595	2.1	2,634	3.4	+65.0
TOTAL	74,654	100.0	73,557	100.0	-1.5
MALE	36,461	48.8	36,250	49.3	-.6
FEMALE	38,193	51.2	37,307	50.7	-2.3
Median Age	31.0		33.8		

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

Table IV.E.6: Los Angeles County Age Composition: 1980 and 1990

Age Range	1980 # of Persons	1990 # of Persons	% Change 1980-90
0-4	554,795	736,285	+ 32.7%
5-9	529,286	647,729	+ 22.4%
10-14	563,954	585,318	+ 3.8%
15-19	657,097	638,079	- 2.9%
20-24	747,555	807,735	+ 8.8%
25-34	1,333,380	1,757,799	+ 31.4%
35-44	866,965	1,336,669	+ 54.2%
45-54	760,823	845,355	+ 11.1%
55-64	696,643	647,608	- 7.0%
65-74	446,263	507,453	+ 13.7%
75 +	296,742	353,134	+ 19.0%
TOTAL	7,477,503	8,863,164	+ 18.5%
MALE	3,648,361	4,421,398	+ 21.2%
FEMALE	3,829,142	4,441,766	+ 16.0%
Median Age	29.8	30.7	+ .9

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

Table IV.E. 7: State of California Age Composition: 1980 and 1990

Age Range	1980 # of Persons	1990 # of Persons	% Change 1980-90
0-4	1,708,400	2,397,715	+40.3%
5-9	1,609,348	2,223,982	+38.2%
10-14	1,796,019	1,977,343	+10.1%
15-19	2,130,465	2,053,148	-3.6%
20-24	2,335,965	2,510,794	+7.5%
25-34	4,243,015	5,686,371	+34.0%
35-44	2,814,938	4,639,321	+64.8%
45-54	2,359,939	2,902,569	+23.0%
55-64	2,194,568	2,233,226	+1.8%
65-74	1,470,978	1,857,221	+26.3%
75 +	943,272	1,278,331	+35.5%
TOTAL	23,667,902	29,760,021	+25.7%
MALE	11,666,485	14,897,627	+27.7%
FEMALE	12,001,417	14,862,394	+23.8%
Median Age	29.9	31.5	+1.6

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

Ethnic Characteristics

Table IV.E.8 depicts 1980 and 1990 Census data for citywide ethnic characteristics. During 1980, the City's ethnic proportions were: 81.8 percent "White"; 2 percent "Black"; .4 percent "American Indian, Eskimo, Aleut"; 3.3 percent "Asian Pacific"; 11.6 percent "Hispanic"; and 0.9 percent "Other".

Between 1980 and 1990, changes occurred in each of the City's ethnic categories. According to the 1990 Census, Lakewood's ethnic proportions were: 72.3 percent "White"; 3.5 percent "Black"; .5 percent "American Indian, Eskimo, Aleut"; 9.0 percent "Asian Pacific"; 14.6 percent "Hispanic"; and .1 percent "Other." The most significant shifts in the City's ethnic composition occurred in the "Asian/Pacific Islander" (+167.4 percent), "Black" (+73 percent), "American Indian-Eskimo Aleut" (+30.65), and "Hispanic" (+24.7 percent) categories. Losses in population occurred in the "White" (-12.9 percent); and the "Other" (-87 percent) ethnic categories.

The changes observed in Lakewood's 1990 ethnic characteristics are consistent with trends occurring statewide. During the past decade California's population became more ethnically diverse. According to the book entitled, California Population Characteristics: What the Census

**Table IV.E.8: Ethnic Composition for City of Lakewood and Los Angeles County
(1980 - 1990)**

Race and Ethnicity	LOS ANGELES COUNTY		CITY OF LAKEWOOD				
	1980	1990	1980		1990		1980-1990 Change
			Population	Percent	Population	Percent	
White	53%	41%	61,085	81.8%	53,176	72.3%	-7,909 (-12.9%)
Black	12%	11%	1,494	2.0%	2,586	3.5%	+ 1,092 (+ 73%)
American Indian-Eskimo Aleut	5%	3%	291	4%	380	5%	+ 89 (+ 30.6)
Asian/Pacific Islander	6%	10%	2,454	3.3%	6,562	9.0%	+4,108 (+ 167.4%)
Hispanic	28%	30%	8,630	11.6%	10,763	14.6%	+ 2,113 (+ 24.7%)
Other	1.1%	1.2%	700	.9%	90	.1%	-610 (-87%)
Total	7,477,503	8,863,164	74,654	100.0%	73,557	100.0%	-1097 (-1.5%)

Source: U.S. Department of Commerce, Bureau of Census, 1980 and 1990 Census Report.

Results Mean, 1991 Edition, California's ethnic minorities accounted for one-third of the State's population in 1980. By 1990, that share had risen to 42.8 percent, and by the year 2000, forecasters estimate 51 percent of the State's population will be of ethnic (non-White) origins. During the 1980s, nearly four of every five new State residents were of ethnic minority origins. As has been the case throughout the County and State (although to a much lesser degree) Lakewood's population has also become more ethnically diverse during the past decade; a trend which is expected to continue.

Housing

Table IV.E.9 shows selected year-end median home price and sales data for 1988-1994 for Lakewood and Los Angeles County. It should be noted that California real estate prices and construction activity "boomed" between 1984-1988 with the market "peaking" in 1988. Beginning in 1989, prices and construction activity steadily declined through 1990. Beginning in 1991, home prices and sales moderately improved, but construction activities remained at levels experienced during the 1982-83 recession.

**Table IV.E.9: City of Lakewood, Los Angeles County and State of California
Year-End Median Home Prices (a) and Number of Sales (b) -1988 through 1994**

Year	Factor	Jurisdiction		
		Lakewood	Los Angeles County	California
1988 Year End Totals	Median Home Price	not available	\$178,889	\$167,800
	# of sales /% change	not available	not available	not available
1989 Year End Totals	Median Home Price	not available	\$214,831	\$195,640
	# of sales /% change	not available	not available	not available
1990 Year End Totals	Median Home Price	\$199,250	\$212,130	\$193,360
	# of sales /% change	164 / not available	not available / -25.6	not available / -16.2
1991 Year End Totals	Median Home Price	\$193,800	\$214,940	\$200,380
	# of sales /% change	272 / not available	not available / -3.6	not available / -6.2
1992 Year End Totals	Median Home Price	not available	\$213,050	\$197,360
	# of sales /% change	not available	not available / -9.4	not available / +.6
1993 Year End Totals	Median Home Price	\$173,500	\$197,920	\$188,970
	# of sales /% change	557 / not available	not available / +1.0	not available / +2.2
1994 Year End Totals	Median Home Price	\$168,500	\$187,720	\$185,050
	# of sales /% change	805 / +69.2%	not available/ +19.5	not available / +10.5

NOTES:

(a) Data for the "median home price" and "number of sales" for 1988, 1989 and 1992 is not available for Lakewood.

(b) "Total # of Sales" is shown as a "percent of Change" as data for the actual number of sales was not available.

(c) All data shown on table is for single family homes only.

Source: Los Cerritos Board of Realtors (Ms. Ann Kramer), and the California Association of Realtors (Mr. Kruger); February, 1992. Long Beach Board of Realtors; February, 1992 and February, 1994.

Table IV.E.10 compares the annual 1988-1993 "affordability index" for homes in California and Los Angeles. During 1993, the affordability index for a detached home in Los Angeles was 37 percent, or 37 percent of the County's households could afford the median-priced home. Statewide, the affordability index was 40 percent. As Table IV.E.11 indicates, Lakewood's median priced home was less than the County's median-priced home. Consequently, during 1993 Lakewood homes were more affordable than the median-priced County home.

Census data for "Rents Received" for 1990 indicate that the median rent paid in Lakewood is \$735.00 per month, as compared to \$575.00 per month for the County. It is interesting to note that home ownership in Lakewood is more affordable than it is Countywide, while the reverse is true for renting in Lakewood.

Table IV.E.10: Los Angeles and California* Annual Housing Affordability Index

Jurisdiction	1988	1989	1990	1991	1992	1993
California:						
Detached:	24%	17%	20%	26%	33%	40%
Condominiums:	39%	32%	33%	42%	48%	55%
Los Angeles	25%	14%	17%	22%	28%	37%

* "Affordability Index" is the percent of households who can afford to purchase the median-priced home in the jurisdiction indicated.

Source: Greater Long Beach Association of Realtors, February, 1995.

In 1988, the median-priced single family home in Los Angeles was \$178,889, and home sales were up 13.7 percent from the previous year. During the same year, the median-priced single family home in the State was \$167,800, with home sales up 9.9 percent from the previous year.

Beginning in 1989, the median-priced Los Angeles County home rose to \$214,831, but the number of homes sold were down 12.8 percent from the previous year. Similar activity was also experienced at the State level, with the median-priced home rising to \$195,640 and sales of homes Statewide down by 4.1 percent.

In 1990, according to the California Board of Realtors, the median-priced home in Lakewood was \$199,250, as compared to \$212,130 for the County, and \$193,360 for the State. In 1990, 164 homes were sold in Lakewood. Previous year's sales data is not available for Lakewood, however, during 1990, home sales were down -25.6 percent Countywide and -16.2 percent Statewide.

It should be noted that 1990 Census data, for median home values, differs from the California Board of Realtors' data shown on Table IV.E.9. According to Census data, in 1990, the median-priced home in Lakewood was \$215,600 and Countywide it was \$226,400.

In 1991, according to the California Board of Realtors, Lakewood's median-priced home declined to \$193,800. However, the number of Lakewood home sales were up by 65.8 percent (272 sales) from the previous year. The median-priced home at both the County and State levels rose during 1991, while home sales were slightly down from the previous year.

Between 1989 and 1990, homes in the Lakewood area were not "turned over" to growing families at the same rate experienced in earlier years. As a result, there were fewer numbers of families (and other households) moving to the City. As is evidenced on Table IV.E.9, Lakewood's home sales significantly improved during 1990. Lower home prices in 1989 "opened the door" for many families who possibly could not afford a home in Lakewood during the mid-1980s.

According to January 1990 Census data, there was a total of 26,795 units in Lakewood. This total dwelling figure includes 125 "other" dwelling units (boats, cars, SRO's, vans, etc.) not counted in previous Census years. As Table IV.E.11 indicates, Lakewood gained 426 net units between 1980 and 1990. It should be noted this "total unit" gain is a "net" figure. During this time period, 40 single-family dwellings, one duplex, and 45 mobile homes (a total of 87 dwelling units) were demolished or removed from the City's housing inventory. Between 1980 and 1990, these 87 units were replaced, in addition to the added construction of 426 net units, for a total number of 513 newly constructed units.

Not including the loss of a 45-unit mobile home park, removal of 40 single family homes was the most obvious housing trend occurring during 1980-1990. In all the cases, these single family homes were replaced with higher density residential units. As Table IV.E.11 indicates, the majority (311 units) of the City's new dwelling units were built in complexes containing 5 units or more. The next largest category of new dwelling units (99 units) was single family attached units. It should be noted that housing units in the "3 or 4 unit" category had the highest rate of increase, 48.8 percent (103 units.)

As indicated in Table IV.E.11, the predominant housing type in Lakewood continues to be the single family home (82.5 percent of all housing units, excluding the 125 "Other" type of units.) The predominance of single family residential land use has remained stable during the past decade in Lakewood with a minor 0.18 percent loss.

During 1990, Lakewood's overall vacancy rate was 2.6 percent, a 1.12 percent increase over the City's 1.48 percent vacancy rate in 1980 (see Table IV.E.12). The increased number of vacant units in Lakewood in 1990 can be attributed to local, state, and nationwide economic conditions. In particular, recent employment cutbacks at McDonald Douglas Corporation, the area's largest local employer, has had negative impacts on Lakewood's local housing market and economy. However, when compared to the Countywide vacancy rate of 5.5 percent, Lakewood is faring better than many southland communities.

Table IV.E.11: Housing Inventory (1980-1990)

Dwelling Unit Type	1980		1990		1980-1990: No. and Percentage Change in Total Units (b)
	Vacant Units	Vacant Units (a)	Vacant Units	Total Units	
1 unit detached	---	22,153 (84.4%)	365	22,113 (82.5%)	-40 (-.18%)
1 unit attached	---	499 (1.9%)	18	598 (2.2%)	+99 (+19.8%)
2 units attached	---	99 (.4%)	11	79 (.4%)	-2 (-2%)
3 or 4 units attached	---	211 (.8%)	35	314 (1.2%)	+103 (+48.8%)
5 or more attached	---	3,138 (12%)	260	3,449 (12.9%)	+311 (+9.9%)
Mobile Homes/Trailers	---	144 (.5%)	2	99 (.4%)	-45 (-31.3%)
Other (c)	---	---	2	125	
TOTAL (d)	391	26,244	691	26,795	+426 (+1.6)

NOTES:

(a) Vacant Unit Data is not available for 1980.

(b) Data indicated is for "Year Round, Occupied" dwelling units.

(c) Total dwelling units counted in the 1990 Census included 125 "Other" types (cars, vans, SRO's, boats) of dwelling units not previously counted in 1980. The 1990 Census counted a total of 26,102 housing units. However, in order to facilitate an accurate comparison between 1980 and 1990, "Other" housing units are shown separately on this table.

(d) The figure indicated for "Total Units" represents a net unit figure. Between 1980 and 1990, 40 single family dwellings, one duplex, and 45 mobile homes were demolished or removed from the City's housing inventory. Between 1980 and 1990, these 87 units were replaced, in addition to the added construction of 426 net units, for a total number of 513 newly constructed units.

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports.

Table IV.E.12: City of Lakewood Vacancy Rate 1980-1990

Units	Vacant Units (Percent)
All Units - 1980	26,244 (1.48%)
All Units - 1990	26,795 (2.6%)
1 unit, detached	365 (1.6%)
1 unit, attached	18 (3.0%)
2 units	11 (11.3%)
3 or 4 units	35 (11.1%)
5 or more units	260 (2.0%)
Mobile Homes/Trailers	99 (2.0%)
Other Housing Units	2 (1.6%)

Detailed "Vacant Unit" data is not available for the 1980 Census

Source: U.S. Department of Commerce. Bureau of the Census, 1980 and 1990 Census Reports.

Table IV.E.13 displays occupied dwelling unit tenure data for Census years 1980 and 1990. During the past decade, the owner-occupancy levels in Lakewood have remained relatively stable. In 1990, 72 percent (18,808 units) of the City's occupied housing units were owner-occupied as compared to a 74.2 percent owner-occupancy level in 1980. Single family homes have consistently had a high level of owner-occupants (84.7 percent in 1980 and 83.2 percent in 1990.) The slight 4-unit (.16 percent) decrease in the number of owner-occupied single family homes could have occurred due to several reasons:

1. The slight reduction in the number of single family residences. Typically they are older homes in the multiple family residential zoned areas which are being demolished in order to construct multiple family complexes. These complexes are frequently apartment complexes which are rental units.
2. The investment in Lakewood's real estate market. People have bought single family homes as an investment and are using them as rental property.
3. The City's growing elderly population. In many of these cases, seniors have "willed" their homes to their offspring who in turn do not occupy the structure but use them for rental property.

Notable decreases in the occupancy status from "owner" to "renter" have occurred in all the other dwelling unit types except for "1, attached units" which experienced a 19.5 percent increase in owner occupied units since 1980.

Table IV.E.13: Lakewood Owner/Renter Ratios of Occupied Housing Units (1980 and 1990)

Dwelling Unit Type (a)	1980(b)			1990 (c)		
	Owner Occupied Units	Renter Occupied Units	Units	Owner Occupied Units	Renter Occupied Units	Total Units
1, detached	18,557 (84.7%)	3,359 (15.3%)	21,916	18,068 (83.2%)	3,637 (16.8%)	21,705
1, attached	211 (44.6%)	262 (55.4%)	473	422 (66.5%)	213 (33.5%)	635
2 units, attached	29 (29.3%)	70 (70.7%)	99	10 (13.3%)	65 (86.7%)	75
3 or 4	35 (16.6%)	176 (83.4%)	211	19 (7.6%)	230 (92.4%)	249
5 or more	245 (8.1%)	2,765 (91.9)	3,010	142 (4.4%)	3,084 (95.4%)	3,226
Mobile homes/Trailers	106 (73%)	38 (26.4)	144	102 (91.1%)	10 (8.9%)	112
Other (d)	—	—	—	45 (45%)	55 (55%)	100
TOTALS (e)	19,183 (74.2%)	6,670 (25.8%)	25,853	18,808 (72.0%)	7,294 (28%)	26,102

Notes:

(a) Dwelling Unit type indicated is for occupied units only.

(b) Data shown was obtained from 1980 Census data and represents a breakdown of owner/renter tenure by dwelling unit type.

(c) Data shown was obtained from Southern California Association of Governments, 1990 Census of Population and Housing, Table H20/21/22 and represents a breakdown of owner/renter tenure by dwelling unit type.

(d) The "Other" category was added for the 1990 Census count. It includes occupied living quarters such as houseboats, railroad cars, campers, SRO's and vans.

(e) Total dwelling units counted in the 1990 Census included 123 "Other" types of dwelling units. The 1990 Census counted a total of 26,102 housing units.

Source: U.S. Department of Commerce, Bureau of the Census, 1980 and 1990 Census Reports. Figures are based on sample data.

Age and Condition of Housing Stock

Table IV.E.14, which is based on 1990 Census data, displays the time periods (up to 1990) in which housing units were built in Lakewood. In accordance with the post World War II growth patterns occurring in Los Angeles County, a majority (58.3 percent) of the City's homes were built between 1950 and 1959. Accordingly, in 1990 74.4 percent of the City's total housing units were over 30 years old.

The majority of the City's housing stock is in good condition. However, it is accepted in the building industry that the need for structural rehabilitation occurs when buildings normally reach 30 years of age and older. This situation strongly suggests there will be an increased need for structural improvements for Lakewood's residential structures during the next decade.

As previously discussed and presented in Table IV.E.14, the predominant housing type added to Lakewood's housing stock during the past decade has been multiple family units. Between 1980 and 1990, 103 units were added in projects containing 3 or 4 units, and 311 units were added in projects containing 5 or more units. One project added 99 new attached single-family homes during 1980 and 1990.

Table IV.E.14: City of Lakewood Age of Housing Stock (1990)

Year Built	Number of Units	% of Total
1939 or earlier	249	.9%
1940 - 1949	4,077	15.2%
1950 - 1959	15,621	58.3%
1960 - 1969	3,644	13.6%
1970 - 1979	1,973	7.4%
1980 - 1984	501	1.9%
1985 - 1989	354	1.3%
1989 to March 1990	376	1.4%

Source: U.S. Department of Commerce, Bureau of Census, 1990 Census of Population and Housing.

IV.E.2 Significance Criteria

The proposed General Plan update will be considered to have significant impacts, if implementation will result in:

- A long-term jobs/housing ratio or housing type ratio which is inconsistent with the regional policies adopted by SCAG.
- Constraints on the development of new housing which limits affordable housing opportunities in the City.
- Growth in population, housing, or employment which is inconsistent with levels projected in the Regional Comprehensive Plan.
- Substantial alteration of the location, distribution, density, or growth rate of the population of the area.
- Inducement of substantial growth or concentration of population and/or housing which is not anticipated in local or regional plans.
- Displacement of a large number of people.

Although CEQA does not require socioeconomic analysis, the increases in population and employment associated with implementation of the proposed City of Lakewood Updated General Plan will have physical effects on the environment related to increased traffic, demand on public services and utilities, and related effects on noise and air quality. These environmental impacts of additional growth are addressed in the appropriate sections of this Draft Master EIR. This section addresses the actual increases in population and housing.

**Table IV.E.15: Population, Households and Employment -
Existing Conditions and Projected Growth in the City and SCAG Sub-Regional Planning Area**

Category	1994		2010		2020	
	City of Lakewood	Gateway Cities Sub-Regional Planning Area	City of Lakewood	Gateway Cities Sub-Regional Planning Area	City of Lakewood	Gateway Cities Sub-Regional Planning Area
Population						
SCAG	75,285	1,969,905	81,140	2,186,655	86,137	2,369,267
General Plan	75,124		80,970		85,955	
Households						
SCAG	26,503	589,342	28,145	647,549	28,607	670,572
General Plan	26,854		27,429		28,003	
Employment						
SCAG	15,922	790,755	20,902	1,065,385	22,199	1,096,049
General Plan	(not projected)		(not projected)		(not projected)	

IV.E.3 Environmental Impacts

The Draft General Plan update identifies areas where future growth should be focused within the City. The planning process for the General Plan has included an extensive evaluation of the ability of the City of Lakewood to accommodate growth. The projected growth, including both population and housing, for the City is consistent with adopted regional growth policies of SCAG. Policies adopted by SCAG, as reflected in the recently adopted *Regional Comprehensive Plan*, that are relevant to the City's long-term planning efforts have been reflected in the recommended policies and/or programs in the proposed General Plan update.

As noted in Table IV.E.15, SCAG's population and household projections for the Gateway Cities sub-region are consistent with the the projections in the Lakewood General Plan.

Jobs/Housing Balance

SCAG adopted the Regional Growth Management Plan (1989) for the overall purpose of setting forth policies for the population, housing and employment growth. Without this body of regional growth coordinating policies, SCAG determined that job and population growth trends could lead to significant environmental impacts on the region as a whole because of increasingly long commutes between workplace and home. To accomplish a goal of reducing work trip lengths, the Growth Management Plan sets a number of policies and goals aimed at achieving a balance between population and jobs in each of SCAG's Regional Statistical Areas.

As shown in Table IV.E.16, the projected employment in the City of Lakewood under the

proposed General Plan update is greater than projected by SCAG for the year 2020. The build-out of the General Plan could result in approximately 28,440 jobs in the City; SCAG projects approximately 22,200 for the City in the same year. The expanded employment opportunities in City, although greater than projected by SCAG, are consistent with the City's long-term goals of providing employment opportunities closer to the City --- taking advantage of the City's trained labor force, the industrial (aerospace/defense industry) cluster, and the availability of land suitable for additional commercial and industrial development. Increasing employment opportunities in the City of Lakewood will have beneficial effects on the physical environment including reducing regional commute distances to work (lessening both energy consumption and the generation of vehicle-related emissions).

Table IV.E.16: Updated General Plan Population and Employment Projections

Land Use	Factor	Existing (1994)		Projected (2020)	
		Units/Sq. Ft.	Population/ Employment	Units/Sq. Ft.	Population/ Employment
Residential	persons/unit	26,854	75,124 residents	28,003	85,955
Commercial	1/300 sq. ft.	4,322,633	14,400	6,100,069	20,300
Industrial	1/525 sq. ft.	808,212	1,500	4,274,194	8,140
TOTAL Employment	---		15,900		28,440
TOTAL Population	---		75,124		85,955

Note: This table assumes a worst case to assess potential impacts. The worst case analysis is based on the assumption that there are no vacancies within the planning area.

The following goals, policies, and implementation programs address Economic Development in Lakewood.

Economic Development Goal 1: To maintain and expand retail sales tax revenues in order to continue to support quality service levels in Lakewood.

Policies:

- 1.1 Ensure that Lakewood remains to be an attractive place for customers.
- 1.2 Encourage uses that are efficient in maximizing the economic potential of commercially zoned properties.

Economic Development Goal 2: To help reverse the trend of local and regional job losses.

Policies:

- 2.1 Encourage the diversification of local defense industries.
- 2.2 Encourage educational institutions in the region to offer appropriate job training.
- 2.3 Encourage policies that foster the growth of new and existing industry clusters.

Economic Development Goal 3: Maximize the development and economic potential of under-utilized properties zoned for commercial and manufacturing uses.

Policies:

- 3.1 Continue to utilize the Lakewood Redevelopment Agency as a tool for improvement and economic recovery.
- 3.2 Continue to utilize the Development Review Board for reviewing commercial and industrial projects.

Economic Development Goal 4: Advocate the training of a sub-regional labor force that will be able to function successfully in the workplaces of the future.

Policies:

- 4.1 Encourage policies that provide training for new and existing industry clusters.
- 4.2 Encourage educational institutions in the region to offer a curriculum that provides appropriate job training for the future workplace.

Economic Development Goal 5: The City shall create and update every 5 years thereafter, an economic strategy plan.

Policies:

- 5.1 Create a monitoring program that measures local and regional economic trends.
- 5.2 Identify measures that would be beneficial to the local and regional economy.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in *italics* following each implementation program indicates the policy (or policies) that is supported by that program.

- Program 1: Continue to utilize the Development Review Board (DRB) for reviewing development projects to ensure that such projects maximize the interest to potential customers and clients, while remaining harmonious with the surrounding environment. *(See policy 1.1.)*
- Program 2: Develop performance criteria that can be used to evaluate proposed projects in redevelopment project areas and ensure that such projects maximize the development and economic potential of those sites. *(See policy 1.2.)*
- Program 3: Survey other cities to determine development standards for mixed use projects and create sample standards for Lakewood. *(See policy 1.2.)*
- Program 4: Explore alternative forms of zoning such as overlay zoning and performance zoning, to allow mixed uses to be integrated into large commercial centers. *(See policies 1.2, 2.3 and 5.2.)*

- Program 5: Monitor the number of inquiries for industrially zoned land, and the proposed uses for that land. Encourage other local jurisdictions to do the same. An alternate is to explore whether SELAC could conduct a monitoring program for the same. This will enable local government to assess if existing industrial zoned lands are adequate in size, number, cluster factor and access to appropriate infrastructure, and for the identification of industry clusters as they form. *(See policy 2.3.)*
- Program 6: Advocate coordination among existing economic development centers and agencies. *(See policies 2.3, 5.1 and 5.2.)*

With implementation of the policies and programs included in the various elements of the Draft General Plan, no significant physical effects on the environmental are anticipated. In terms of the criteria of significance, the following conclusions can be made based on the analysis provided in this section of the Master EIR:

- Implementation of the proposed General Plan update will not result in a long-term jobs/housing ratio or housing type ratio which is inconsistent with the regional policies adopted by SCAG.
- Implementation of the proposed General Plan update will not create constraints on the development of new housing which limits affordable housing opportunities in the City.
- The proposed General Plan update is consistent with the population, housing, and employment projections in SCAG's Regional Comprehensive Plan.
- Implementation of the proposed General Plan update will not result in the substantial alteration of the location, distribution, density, or growth rate of the population of the area.
- The proposed General Plan update will not induce substantial growth or concentrate population and/or housing which is not anticipated in local or regional plans.
- Implementation of the proposed General Plan update will not displace a large number of people.

IV.E.4 Mitigation Measures

An increase in the population, housing and employment opportunities in an area is not adverse in its own right. Rather, it is the effects of this growth which are considered to bring about negative impacts on the environment. No mitigation measures are required to address the direct impacts of population and housing. Mitigation measures which address the secondary impacts of the growth associated with implementation of the General Plan are contained within the various sections of this Draft Master EIR, such as Public Services (IV.F), Utilities (IV.G), and Circulation (IV.B). These mitigation measures are directed toward the reduction of impacts caused by increased development and the provision of services and infrastructure needed to support the resident and day time population.

IV.E.5 Impacts After Mitigation Measures

None.

IV.F: Public Services**IV.F.1 Environmental Setting****a. Parks**

On an annual basis, the City of Lakewood offers over 1,000 specialized recreation classes including; adult dance and fitness, adult special interest, arts and crafts; travel programs; teen and youth sports, dance and fitness programs; and preschool education programs. Additional programs include seasonal youth day camps, sports clinics and field trip excursions for various age groups. Information about Lakewood's leisure-time classes and park facilities is contained in the *Recreation and Community Services Catalog* and also highlighted in the following summary.

Recreation Activities - The City's *Recreation & Community Services Catalog* contains a complete listing of special interest workshops that include; craft classes, exercise/fitness classes, dance classes, preschool and youth programs. These programs are offered during the spring, summer and fall/winter seasons.

Lakewood Youth Sports - The Lakewood Youth Sports Program has been a fundamental component of life in the community since 1956. Since then, Lakewood Youth Sports has evolved over the years, reacting to changes in the community and in society in general. In 1994, 4,361 boys and girls played baseball, softball, T-ball, football and volleyball. During summer months, specialized camps and clinics offer an intensive, skill-building experience for young players.

Preschool Programs - Preschool education classes and parent-cooperative Tot Lots are the focus of the City's programs for the youngest members of the community. Tot Lot is a parent-sponsored preschool program held at various Lakewood parks. Tot Lot offers morning play and basic learning programs for preschool-age children. In the year 1994, there were 278 children enrolled in the Tot Lot program. The City held 140 pre-school programs and served 2,100 children during that time.

Aquatics Programs - Lakewood has public swimming pools at Mayfair and Bolivar Parks. Each facility offers recreational swimming during the summer months. There are modest fees for recreational swimming and swimming instruction. Some of Lakewood's parks have wading pools for the younger children.

Community Events - The department has a long-standing tradition of offering community-wide events. Over 35,000 residents annually enjoy the Pan American Fiesta, Halloween activities and summer concerts in the park.

Other City of Lakewood Recreational Programs include:

- Community Gardens
- After School and Holiday Programs at City Parks
- Special Summer Outings
- Summer Day Camp
- Special Family Fun Days
- Program for Disabled

In addition to offering day use opportunities, Lakewood's 13 park facilities are available for

events such as family picnics, birthday parties and community organizations. Park buildings and fields are available to residents on a minimal fee basis. Non-residents are able to rent some facilities at an increased fee. All Lakewood parks have a variety of facilities and many have barbecue grills and sinks, as well as activity rooms with tables, chairs and other special event resources. Table IV.F.1 presents a listing of City parks and their accompanying acreage.

In addition to City parks, other Lakewood recreational facilities include:

Lakewood Country Club - This 171.3 acre, 18-hole golf course is county-operated. On-site buildings include a tennis center, dining and banquet facilities. The Lakewood Golf Course is located at 3101 Carson Street.

Equestrian Center and Rynerson Park - Rynerson Park (53.03 acres) and the Lakewood Equestrian Center (14.9 acres) extend along the east side of the San Gabriel River with entrances on Studebaker Road and Carson Street. The Lakewood Equestrian Center offers riding lessons, horse boarding services and family activities.

Bikeways - Lakewood's extensive bikeway system consists of bike paths, bike lanes and bike trails. Overall, the City's proposed bikeway plan will consist of approximately 40 linear miles.

Human Services The City of Lakewood is committed to the provision and enhancement of recreational, human and public service programs which serve its residents' diverse needs. The City is devoted to ensuring these programs are accessible to all persons regardless of sex, age, income status, and physical ability.

Lakewood's ethnic composition has become more diverse during the past decade. These changes will affect the type and level of human service programs the City provides into the 21st century. According to Census data, Lakewood persons of white--not of Hispanic--origin decreased from 81.8 percent in 1980 to 72.3 percent in 1990. City records indicate that the ratio of persons with human service program requests over the past ten years, and who identified themselves as anything other than non-Hispanic white, has increased.

During the past decade, the need for child care has increased as more women entered the work force. Since 1980, nationwide, the number of women entering the work force increased by 20 percent. According to the 1990 Census, 60.3 percent of households with working women in Lakewood had children under six years of age; county-wide this figure was 54.5 percent.

The majority of Lakewood's human services are provided from the City's three community service centers: Palms Community Service Center, Burns Community Service Center, Weingart Senior Center and Youth Center. The Burns Community Service Center is the City's "hub" for human service programming. In addition, this facility serves as the City's information and referral station for citizens seeking human service programs.

Human service programs directly operated by the City include the DASH Transportation Program, and Information and Referral. Other programs, such as MAW (Mothers at Work), a child care service, the Senior Nutrition Program, Meals on Wheels and Consumer Credit Counseling Services, are operated by specialized service providers. The City supports these services by providing building space and volunteers. Sometimes the City contributes financial support and operating supplies.

Parks Twelve parks and numerous other recreational facilities, totaling 204.45 acres, serve Lakewood residents. All of Lakewood's recreational facilities are located within easy walking distance from all residential zones.

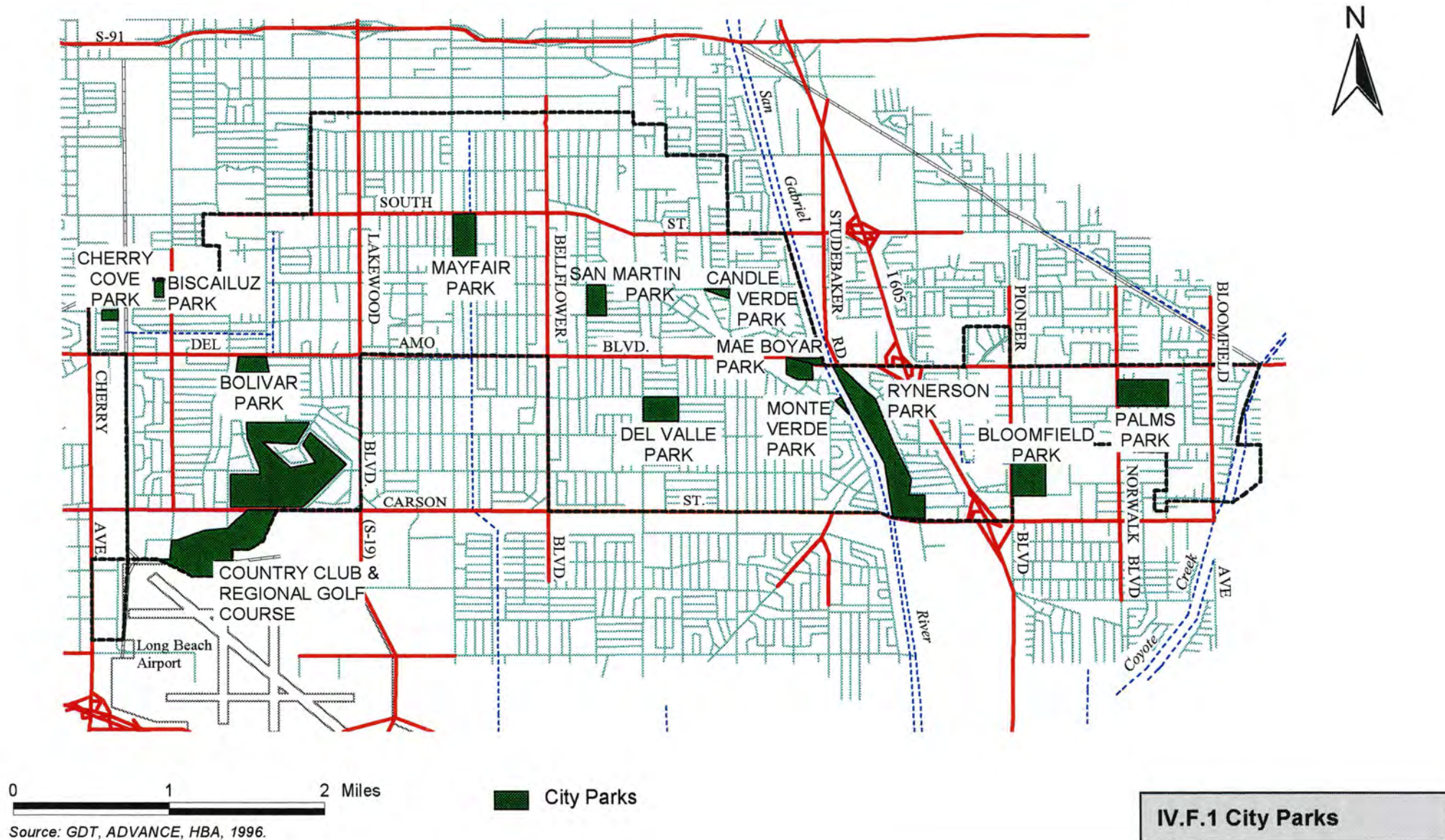
Table IV.F.1: City Parks (1992)

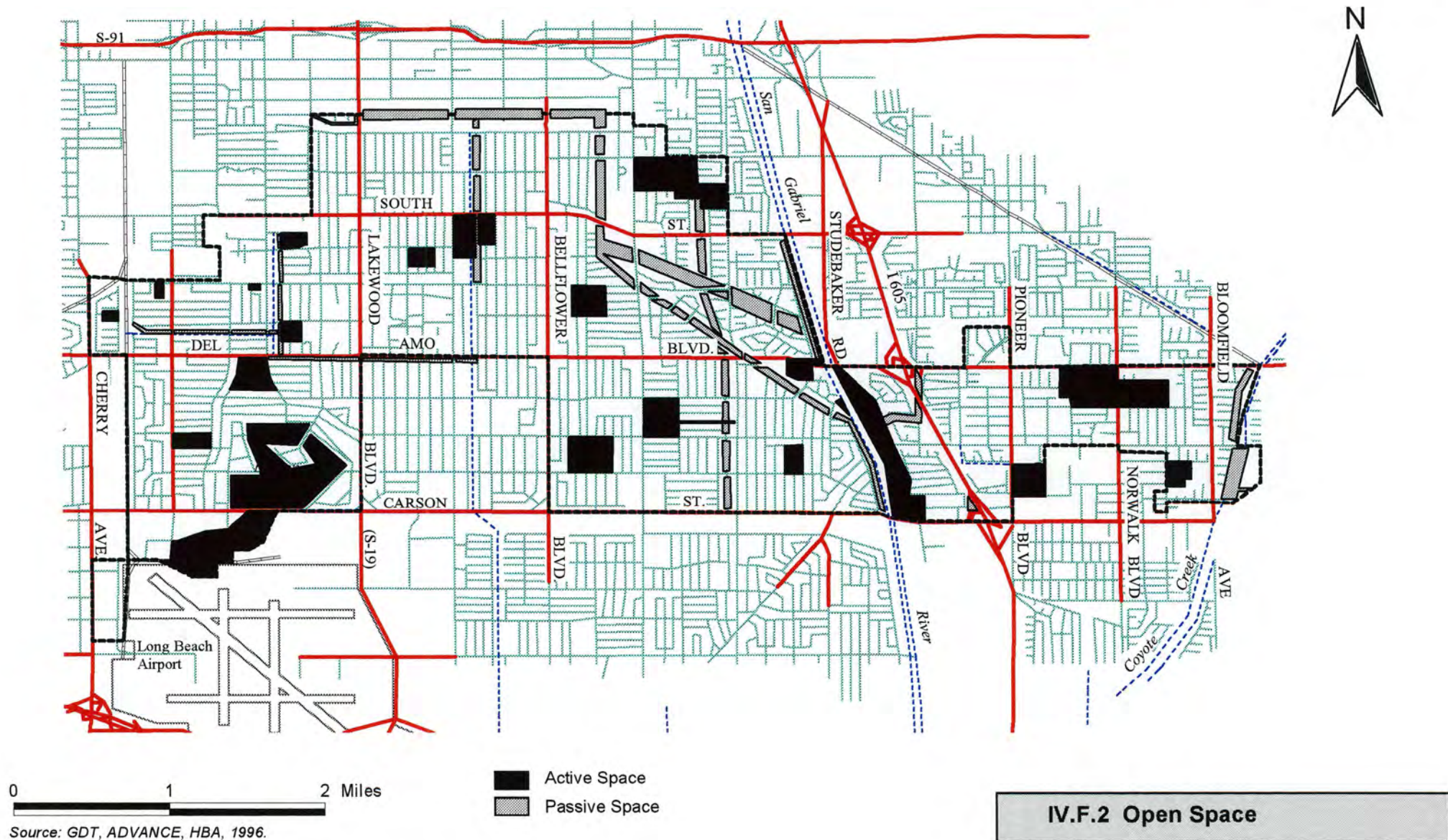
<u>Park</u>	<u>Acreage</u>
Biscailuz Park	3.94
Bloomfield Park	13.53
Bolivar Park	9.9
Candleverde Park (a)	2.18
Cherry Cove Park	2.96
Del Valle Park	14.9
Lakewood Equestrian Center (b)	14.9
Mae Boyar Park	11.78
Mayfair Park	16.26
Monte Verde Park	4.75
Palms Park	15.97
Rynerson Park (c)	53.03
San Martin Park	9.96
Tot lot-Candlewood/Downey (Vacant)	1.45
Tot lot-Candlewood/Dee Boyar (Vacant)	.18
Pedestrian Walkway (Between Pixie and Maybank)	.22
Parkway Panels (Landscaped medians with walkway areas. This area was added in 1973 as part of the Open Space Plan.)	<u>28.54</u>
Total Park Acreage	204.45 acres

Source: "City-owned Land File", City of Lakewood Finance Department, August 1992.

Notes:

- (a) Candleverde Park is a 2.18-acre park. 2.01 acres are leased from Southern California Edison and the City of Lakewood owns a .17-acre portion. All of the Candleverde Park (except for the City-owned portion) is located under the high-power lines at the southwest corner of Palo Verde and Candlewood.
- (b) The ownership pattern for the City of Lakewood Equestrian Center is as follows:
 - area leased from Southern California Edison for stable and pasture use: 50.34 acres
 - City-owned portion of the Equestrian Center 9.56 acres
- (c) Rynerson Park consists of several parcels under different ownerships:
 - area leased from Southern California Edison for park purposes: 30.96 acres
 - City-owned portion of Rynerson Park: 22.07 acres





Open Space Passive and active open space lands inventoried in Lakewood totaled 976.36 acres or 13 acres per 1,000 residents (based on 75,124 residents). Although no specific standards exist for adequate urban open space, most municipalities strive for 7.0 acres per 1,000 residents; see Table IV.F.2 and Figure IV.F.2.

Table IV.F.2: Open Space

OPEN SPACE RESOURCE	ACRES	ACRES PER 1,000 RESIDENTS
Active:		
Parks	204.45	
Regional Golf Course	171.30	
Schools	295.56	
Electric Transmission Easements	35.16	
• used for Park Purposes		
Subtotal:	671.31	9.0
Passive:		
Electric Transmission Easements	2.9	
• used for Community	41.33	
Gardens	79.11	
• used for Commercial	82.70	
Agriculture	24.46	
• used for Power Lines	28.54	
Flood control	1.85	
Water Utility Fund Land		
Park Panels		
Subtotal:	260.89	4.0
Misc. Park Lands		
TOTAL:	967.36	13.0

For the purposes of the General Plan update, passive and active open space are defined as follows:

Passive Open Space: Undeveloped open space lands such as electrical utility rights-of-way, light agricultural uses and flood control easement areas.

Active Open Space: Recreational open space resources that include parks, community service programs, and bicycle trails.

Passive and active open space lands are closely related and there is some overlap between the two. An example of this is: a bicycle trail (active) situated along a flood control channel (passive). Over the years, the City has maximized the use of its passive open space lands for active recreational uses. Examples include: the Lakewood Equestrian Center, portions of Rynerson Park, Candleverde Park, and the Lakewood Community Gardens, all of which are located within electrical or flood control easements.

At the present time, passive and active open space lands inventoried in Lakewood totaled 967.36 acres or 13 acres per 1,000 residents (based on 75,124 residents) (See Table IV.E.2, below).

- Passive and active open space lands utilized by high power electrical easements totaled almost 159 acres. Agricultural and other uses occupying these easement areas occupied over 79 acres, leaving 79.11 acres utilized primarily for public utility purposes.

- Passive open space lands used for flood control channels and easement areas occupied 82.70 acres.
- Passive open space used for Water Utility Funds Lands occupied 24.46 acres.
- Active open spaces occupied over 700 acres.

Volunteers During Fiscal Year 1992-93, volunteers gave 52,700 hours of their time. Volunteers coach youth sports, keep numerous senior's programs operating (including Meals on Wheels) and assist disadvantaged persons (Project Shepherd).

Recreation and Leisure Activities Lakewood's vast array of recreation and leisure activities include; youth sports, aquatics, community events, community gardens, day camps, programs for the disabled, and after school and holiday programs at City parks.

b. Schools

Twenty neighborhood schools, totaling 295.95 acres, are available for open space use through existing and potential joint-use agreements between the City of Lakewood and local school districts; see Table IV.F.3 and Figure IV.F.3.

Table IV.F.3: Public Schools, 1994

<u>SCHOOL</u>	<u>ADDRESS</u>	<u>ACRES</u>
Betsy Ross School (child care center)	5511 Whitewood Ave.	8.05
Aloha Elementary School	11737 E. 214th St.	9.85
Cleveland Elementary School	4760 Hackett Ave.	10.78
Stephen Foster Elementary School	5332 Bigelow St.	9.95
Samuel Gompers Elementary School	5206 Briercrest Ave.	10.23
Esther Lindstrom Elementary School	5900 Canehill Ave.	10.73
Oliver Wendell Holmes Elementary	5020 Barlin Ave.	10.42
James Whitcomb Riley Elementary	3319 Sandwood St.	11.11
Douglas MacArthur Elementary School	6011 Centralia St.	9.45
James Monroe Elementary School	4400 Ladoga Ave.	10.14
James Madison Elementary School	2801 Bomberly St.	10.16
Palms Elementary School	12445 207th St.	6.68
Ella Melbourne Elementary School	21314 Claretta Ave.	14.95
Craig Williams Elementary School	6144 Clark Ave	10.95
Willow Elementary School	11733 E. 205th St.	10.55
Hoover Jr. High	3501 E. Country Club Drive	16.03
Lakewood Senior High School	4400 Briercrest Ave.	32.34
Mayfair High School	6000 Woodruff Ave.	42.20
Artesia High School	12108 Del Amo Blvd.	41.07
Michelson Elementary School/ Continuation High School	3717 Michelson Street	<u>9.92</u>
Total 1994 Acreage Utilized by Public School Uses		295.56

Source: City of Lakewood, Community Development Department, 1994.

Four public school districts serve City of Lakewood residents. These are: (1) ABC Unified; (2) Bellflower Unified; (3) Long Beach Unified; and (4) Paramount Unified School Districts. Figure IV.F.3 depicts school district boundaries and public school sites within the City.

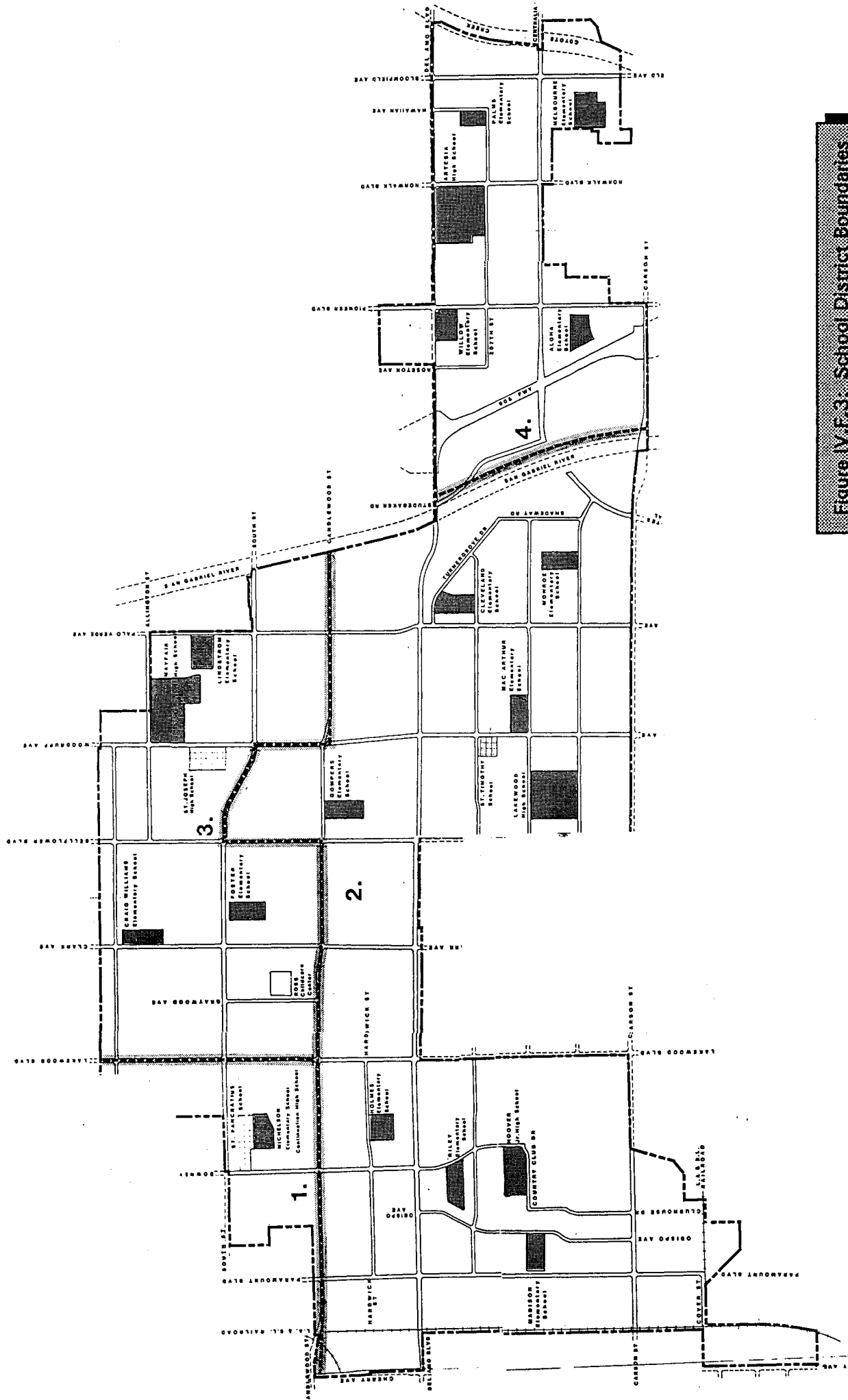


Figure IV.F.3: School District Boundaries and Public Schools

During February of 1995, a survey of existing private and public school enrollment and capacity figures was conducted by City staff. As Table IV.F.4 indicates, there was remaining capacity in nearly two thirds of all public and private elementary, junior high and high schools serving Lakewood. Further, as Table IV.F.4 indicates, there are schools in each of the four public school districts that are at or exceed capacity. In the ABC Unified School District, there are three schools that are at or above capacity. The information for Bellflower Unified School District indicates that the schools with a high number of Lakewood residents all exceed capacity. In the Long Beach Unified School District, Hoover Junior High, Jordan High, Lakewood High, and Millikan High were over their enrollment capacity. In the Paramount Unified School District, two of the schools exceed capacity, with five other schools that are at or above the 95% capacity level.

Table IV.F.4: School Enrollment Statistics (March, 1995)

District	Grades Served	Existing Conditions			Lakewood Students Enrolled	
		Enrollment	Capacity	Enrollment as a Percent of Capacity	Number	Percent
ABC Unified School District						
Aloha Elementary	K-6	487	488	100%	377	77%
Artesia High	9-12	1,623	1,992	82%	694	43%
Elliott Elementary	K-6	424	528	80%	12	3%
Haskell Jr. High*	7-8	618	698	89%	213	35%
Melbourne Elementary	K-6	749	673	111%	177	24%
Nixon Elementary*	K-6	587	648	91%	45	8%
Palms Elementary	K-6	569	680	84%	496	87%
Willow Elementary	K-6	694	695	100%	658	95%
SUBTOTAL:		5,751	6,402	90%	2,672	47%
Bellflower Unified School District						
Foster Elementary	K-6	834	739	113%	707	85%
Jefferson Elementary*	K-6	775	772	100%	86	11%
Lindstrom Elementary	K-6	820	736	111%	350	43%
Williams Elementary	K-6	823	678	121%	222	27%
Mayfair High	7-12	2,199	1,958	112%	1,038	47%
Somerset High*	9-12	417	395	106%	69	16%
SUBTOTAL:		5,868	5,278	111%	2,472	35%
Long Beach Unified School District						
Bancroft Jr. High *	6-8	1,187	1,230	97%	469	40%

District	Grades Served	Existing Conditions			Lakewood Students Enrolled	
		Enrollment	Capacity	Enrollment as a Percent of Capacity	Number	Percent
Cleveland Elementary	K-5	696	900	77%	408	59%
DeMille Jr. High*	6-8	1,178	1,350	87%	254	22%
Gompers Elementary	K-5	860	1050	82%	345	40%
Holms Elementary	K-5	651	900	72%	347	53%
Hoover Jr. High	6-8	1,164	1,140	102%	135	12%
Jordan High*	9-12	3,020	3,000	101%	30	1%
Lakewood High	9-12	3,891	3,780	103%	1,345	35%
MacArthur Elementary	K-5	801	960	83%	364	45%
Madison Elementary	K-5	586	870	67%	258	44%
Monroe Elementary	K-5	626	750	84%	213	34%
Millikan High*	9-12	3,800	3,600	100%	43	1%
Riley Elementary	K-5	736	990	74%	246	33%
Twain Elementary*	K-5	724	1080	67%	146	20%
SUBTOTAL:		19,920	21,600	92%	4,603	23%
Paramount Unified School District						
Collins Elementary*	K-5	755	820	92%	49	7%
Lincoln Elementary	K-5	903	850	106%	2	insig.
Lakewood Elementary	K-5	363	384	95%	59	1%
Mokler Elementary*	K-5	807	820	98%	2	insig.
Alondra Intermed.	6-8	1,481	1,450	102%	31	2%
Paramount High*	9-12	3,015	3,100	97%	25	1%
Michelson Cont. School	9-12	230	240	96%	3	1%
SUBTOTAL:		7,554	7,664	99%	115	1%
TOTAL (Public Schools):		39,093	40,944	96%	9,862	24%
Lakewood Area Parochial Schools						
Bellflower Christian Schools	K-12	1,333	1,320	100.1%	91	7%
Bethany Lutheran*	K-8	348	410	85%	123	35%
Brethren Christian*	7-12	899	900	99%	100	11%
First Baptist*	K-6	325	356	91%	117	36%
Grace Christian	K-6	441	450	98%	22	4%

District	Grades Served	Existing Conditions			Lakewood Students Enrolled	
		Enrollment	Capacity	Enrollment as a Percent of Capacity	Number	Percent
Lady of Fatima*	K-9	325	324	100%	15	5%
St. Anthony*	9-12	413	1,700	24%	387	94%
St. Bernard*	K-8	277	324	86%	36	13%
St. Cornelius*	K-8	324	340	95%	43	13%
St. Cyprian*	K-8	298	315	95%	172	58%
St. Irenaeus*	K-8	612	620	99%	31	5%
St. John Bosco*	9-12	901	950	95%	64	7%
St. Joseph High	9-12	790	820	96%	85	11%
St. Maria Goretti	K-8	315	315	100%	122	340%
St. Timothy	K-5	117	160	73%	51	44%
St. Pancratius	K-8	312	324	96%	184	59%
Woodruff Christian*	K-6	240	330	73%	28	12%
TOTAL (Parochial Schools):		8,270	9,958	83%	1,671	17%

Source: City of Lakewood Community Development Department survey of Lakewood-area school enrollment and capacity statistics, March, 1995.

* These schools are not located in the City of Lakewood, but serve Lakewood students.

Of the private schools, slightly less than half are between 90% and 99% capacity, and almost one quarter are at or above capacity, as illustrated below in Table IV.F.5.

Table IV.F.5: Private School Capacity

Capacity	< 49%	50-59%	60-69%	70-79%	80-89%	90-99%	100% +
No. of schools	1	0	0	2	2	8	4
Percent of schools	5.9%	0%	0%	11.8%	11.8%	47.1%	23.5%

Based on surveys conducted by City staff, the existing enrollment for Lakewood residents in the listed private schools is 1,671, or approximately 16.8% of total enrollment.

Current residential development in the City of Lakewood generates 11,533 students as shown in Table IV.F.5; however, as shown in Table IV.F.6, the potential school enrollment for the City is somewhat greater than current enrollment, reflecting a number of conditions including children who are not enrolled in local schools and "empty nesters" (that is, households without children or children who have moved away).

Table IV.F.6: Existing School Age Children in Lakewood

Grade Level	Single Family Units		Multi-family Units		Total
	Generation Rate	Students	Generation Rate	Students	
K-6 (elementary)	0.25/unit	5,600	0.25/unit	1,115	6,715
7-8 (middle school)	0.05/unit	1,120	0.05/unit	225	1,345
9-12 (high school)	0.20/unit	4,880	0.20/unit	890	5,770
TOTAL	0.50/unit	11,260	0.50/unit	2,230	13,490

c. Police/Law Enforcement

Law enforcement in the City of Lakewood is provided by contractual agreement with the Los Angeles County Sheriff's Department. The Lakewood station, located at 5130 Clark Avenue, is staffed by 281 sworn personnel who provide general law, traffic enforcement, and detective services. An additional 54 employees provide support services, for a total of 335 employees. Parking enforcement is regulated through the City's Business License Division. In addition to Lakewood, the cities of Paramount, Bellflower, Artesia and Cerritos also contract with the Lakewood Sheriff's Station for law enforcement services.

The City of Lakewood has a full-time Crime Prevention Manager and an in-house Sheriff's Department Community Relations Officer available to answer law enforcement-related questions and to distribute information about the crime prevention programs operated by the Lakewood Sheriff's Station and the City of Lakewood. Although crime prevention programs may vary each fiscal year, according to need and budget availability, the City of Lakewood consistently strives to maintain an exceptional level of public outreach and informational programs.

Crime prevention and public-outreach programs operating during Calendar Year 1994 included the following:

Sheriff's Department Programs:

- Ride-A-Long
- Volunteers on Patrol Program
- Station Tours
- S.N.I.P. - Special Needs Identification Program
- Operation Kid Print
- S.A.N.E. - Substance Abuse Narcotics Education

City of Lakewood Programs:

- Neighborhood Watch Program
- Graffiti Abatement
- Mall Patrol
- School Safety Program

In addition to the regular personnel based at the Lakewood Station, the Los Angeles Sheriff's Department also has a staff of experts and programs available for specialized law enforcement needs. These services include: the Operation Safe Streets Bureau (OSS), the Gang Enforcement Team (GET), the Station Narcotics Team, the K-9 Units, the Special Enforcement Bureau

(S.E.B.), the S.A.N.E. Program (Substance Abuse Narcotics Education), the Emergency Services Detail/Mountain Rescue Team, and Bicycle Patrol.

As of Calendar Year 1994, two innovative City of Lakewood sponsored and operated crime prevention programs were operating which warrant honorable mention. These programs are:

L.A.W. (Lakewood Auto Watch) - The innovative L.A.W. program, started by the City of Lakewood in 1990, has served as a model for similar programs in other municipalities. Since its inception, the L.A.W. Program has won numerous awards, including the Governor's Crime Prevention Award. This voluntary registration program uses a Department-issued decal which the vehicle owner affixes to his/her windshield. The L.A.W. decal gives law enforcement officials automatic probable cause to stop and investigate the legitimacy of "L.A.W." vehicles being operated between the hours of 1:00 a.m. and 5:00 a.m.

Sky Knight - Sky Knight was started by the City of Lakewood in April 1966. Originally a prototype project, Sky Knight has become an established success in the aerial law-enforcement community. This City-administered law enforcement service operates and maintains three Switzer 300C helicopters. Sky Knight's personnel includes civilian pilots and a contracted Sheriff's Department observer deputy to patrol the cities served by the Lakewood Sheriff's Station. Sky Knight maintains both day and night patrols over Lakewood.

According to the Sheriff's Department, 1994 Calendar Year statistical data (see Table IV.F.7), Lakewood's crime rate for the eight major crime categories (Part I Offenses) was 66.21 offenses per 1,000 persons. (The eight major crime categories identified by the FBI for statistical evaluation are homicide, rape, robbery, assault, burglary, theft, grand theft auto, and arson.)

Table IV.F.7: 1994 Crime Rate Per 1,000 Population (1) in the Lakewood Service Area

City/Area	Area In Square Miles	Population 1994	Part I Offenses 1994 (2)
Total Area	32.99	267,381	75.49
Unincorporated Area	1.30	1,997	25.63
Artesia	1.61	15,464	65.77
Bellflower	6.15	61,815	75.89
Cerritos	8.78	53,240	79.19
Hawaiian Gardens	0.96	13,639	82.19
LAKEWOOD	9.55	73,557	66.21
Paramount	4.64	47,669	88.51

(1) Data shown is for Calendar Year 1994 only.

(2) Part I Offenses include: criminal homicide, forcible rape, robbery, aggravated assault, larceny, theft, grand theft auto, and arson.

Source: L.A. County Sheriff's Department.

Compared to the 1994 County-wide Part I Offenses crime rate of 75.49 per 1,000 persons, Lakewood's rate for the same time period was 12 percent lower. In addition, Sheriff's Department statistics for the past ten years show that Lakewood has had one of the lowest crime rates of the cities served by the Lakewood Station. Interviews with Sheriff's Department

staff indicate that Lakewood consistently experiences low crime rates in the area of violent crimes against persons.

d. Fire Protection

The City of Lakewood is part of the Consolidated Fire Protection District of Los Angeles County. The District, funded through tax revenue allocations, provides fire protection, paramedic rescue services, and other related services from fire stations strategically located within and around the City's geographical area. The following three fire stations are located within the City's boundaries:

- Station 45 at 4620 Candlewood Street
- Station 94 at 6421 Turnergrove Avenue
- Station 122 at 2600 Greenmeadow Road

At any given time, there are nine (9) firefighters at Station 45, five (5) at Station 94, and three (3) at Station 122. In addition, the City is served by County stations in Hawaiian Gardens, Cerritos, Bellflower and elsewhere. These stations meet the County's requirements for response times and firefighter-to-population ratios. Each station has three shifts per day. These facilities provide emergency requests through the "911" process, in addition to conducting commercial and residential inspections, tours, and public education services.

At the present time, fire grading needs in Lakewood are based on typical response times; land use and intensity; population density; type, size, and occupancy of building; availability of sprinkler systems; exposures; and other items that are considered part of the degree of combustibility of the building. This information, translated into fire flow requirements, is the amount of water needed to control a fire in a given location.

Water system fire protection requirements are specifically detailed in Section 7451.4, "Fire Flow Requirements", City of Lakewood Municipal Code. These requirements are determined by land use and project size. An overview of Lakewood's fire flow requirements are shown in Table IV.F.8, below.

Table IV.F.8: Fire Flow Requirements in the City of Lakewood

LAND USE	Fire Flow Required (GPM*)	Time**	Fire Hydrant Spacing
Single-Family Residential	1,000-1,250	2-4 hrs.	660 ft.
Multi-Family Residential	1,500-5,000	6-10 hrs.	300 ft.
Mobile Home Parks	500-1,500	4-6 hrs.	330-1,000 ft.
Commercial and Industrial	2,000-5,000	8-10 hrs.	300 ft.
Public Schools	2,000-3,000	8-10 hrs.	330 ft.
* Gallons Per Minute ** Duration requirement of flow Source: Section 7451.5, "Fire Flow Requirements", City of Lakewood Municipal Code, December 1991.			

Generally speaking, most areas served by the City of Lakewood have adequate fire flows that meet Los Angeles County Fire Department Standards. However, there are some residential areas currently served by 4-inch water lines that fail to meet required fire flow standards by a few hundred gallons. In these cases, new and upgraded water lines will be installed within the next five years to remedy the situation. Detailed information on Lakewood's water system is

contained in the "City of Lakewood Water Master Plan" dated July 1989. No other fire flow-related improvements are required at this time.

According to Los Angeles County Fire Department staff, typical response times from any fire station facility in the City to an emergency situation ranges from two to four minutes. Combined with existing fire flows and response times, the City of Lakewood has an overall rating of Class 3, which is considered "Good" by the Insurance Service Office (ISO).

At the present time, there are no new fire stations planned for the City. Although not expected under current zoning, if building densities became higher in the future, then additional fire services would be required.

IV.F.2 Significance Criteria

A significant adverse impact would occur if implementation of the General Plan would result in any of the following:

- Requires additional staff and equipment in order to maintain acceptable levels of service.
- Have a significant effect on, or result in a substantial need for new, altered, or expanded public facilities and services.
- An increased demand for public services and/or facilities which exceeds existing supply or capacity or planned capacity (including the feasible expansion of public facilities) that could be developed.
- Substantially increased deterioration or require increased maintenance of existing public facilities.

IV.F.3 Environmental Impacts

a. Parks

Major trends between 1980 and 1990 and current needs which will affect Lakewood's recreation and related community services programs and resources into the next century are as follows:

Trend: The number of persons per household decreased from 2.89 to 2.81, while the total number of households grew by 1.3 percent (+ 341).

Need: Smaller households have the same municipal needs and costs, but typically spend less retail tax dollars, thereby, reducing a city's ability to fund services.

Trend: "Family" households decreased by 3.9 percent while "non-family" households increased by 24.1 percent

Need: "Non-family" households are typically seniors and empty nesters. These households have special recreational, transportation and in-home care needs.

Trend: Lakewood residents over 65 years old increased by 60 percent.

Need: Senior and empty-nester households have specific recreational, transportation and in-home care needs.

Trend: Lakewood persons of White--not of Hispanic--origin decreased from 81.8 percent in 1980 to 72.3 percent in 1990 (1990 Census).

Need: Cultural diversity creates unique recreational and human service needs. Needs for language classes and job training are but a few.

Trend: Lakewood's "family" households, having working women and children under six years of age, comprised 60.3 percent; compared to 54.5 percent county-wide.

Need: Recreational and sports programs offer child care and enrichment opportunities for working parents. Youth sports, after-school supervision at parks, summer day camps and pre-school programs serve Lakewood's families.

Trend: As a result of the American with Disabilities (ADA) Act of 1990, cities must actively address the special needs of disabled persons.

Need: Disabled persons have unique transportation and human service program requirements. Barrier-free facilities and activities are a must for the disabled.

Trend: During Fiscal Year 1991-92, Lakewood was drained of \$931,000 through state budget diversions of local revenues. These "state grabs" are expected to continue into the next decade and perhaps longer.

Need: Due to declining revenues, Lakewood must continue to utilize innovative ways to maintain its current recreation and community service program levels.

In order to meet the demand for parks and other recreational services, the City proposes the following goals, policies, and implementation programs address recreational and community services are proposed in the Draft General Plan update:

Open Space Goal 1: Provide opportunities for the pursuit of leisure skills, activities, and interests.

Policies:

- 1.1 Provide programs in the area of the arts, self improvement, fitness and crafts for youth and adults.
- 1.2 Provide a variety of youth recreational opportunities such as: day camps, after-school activities and athletic programs.
- 1.3 Provide community event opportunities for all ages and cultures.

Open Space Goal 2: Goal: Maintain Lakewood's recreational opportunities for the enjoyment of its residents.

Policies:

- 2.1 Maintain Lakewood's excellent system of parks, recreational facilities and bikeways.

- 2.2 Continue utilizing joint use agreements with public school districts for the use of school facilities for recreational purposes. Investigate the expansion of this mechanism should additional recreational areas be needed.
- 2.3 Utilize community organizations and business sponsors to support recreational programs and opportunities.
- 2.4 Continue to collect park development fees for future maintenance and improvements at City parks and facilities.
- 2.5 Utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes. No parks or other active recreational uses should be situated in these areas.

Open Space Goal 3: Provide a human service program delivery system that meets the varied and changing needs of Lakewood's residents.

Policies:

- 3.1 Continue to provide health, recreation and socialization programs to meet the changing needs of Lakewood's elderly residents.
- 3.2 Maintain existing child care services offered through contract at Burns Center and coordinate child care services Citywide.
- 3.3 Continue to coordinate emergency-assistance programs, such as Project Shepherd, for economic-disadvantaged persons and families.
- 3.4 Continue to coordinate and conduct human service programs for the disabled and other "special-needs" persons.
- 3.5 Ensure non-discrimination and accessibility to the disabled in all City programs and services.
- 3.6 Continue to monitor human service programs in surrounding communities to minimize program duplication while ensuring program and service access to all Lakewood residents.
- 3.7 Utilize volunteer resources when possible for the delivery of recreation and community service programs.
- 3.8 Continue to provide paratransit services for Lakewood's senior adult and disabled populations.

Implementation Programs

- Program 1: The City shall actively search for, and consider, new funding sources for recreation and community service projects. *(See policies 1.1, 1.2, 1.3, 2.1, 2.4, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6 and 3.8.)*
- Program 2: Continue to allow undeveloped passive open space and agricultural uses in utility easement right-of-ways. *(See policy 2.5.)*

- Program 3: The City should examine the service range of parks in the City, and consider joint use agreements with public school districts for the use of school facilities to service those neighborhoods that fall outside of existing service ranges and to enhance the City park system. *(See policies 1.2 and 2.2.)*
- Program 4: Advertise for, and recruit volunteers of all ages and socio-economic backgrounds. *(See policies 2.3, 3.5, 3.7.)*
- Program 5: Prepare a bikeway plan using the existing and recommended bikeway plans. *(See policy 2.1.)*
- Program 6: Coordinate and provide youth and adult leisure and recreational classes to Lakewood residents. *(See policies 1.1, 1.2, 1.3, 3.1, 3.4 and 3.5.)*
- Program 7: Survey other cities and agencies to reassess that there is no redundancy in the provision of community services. *(See policy 3.6.)*

In addition, the General Plan proposes the following goals, policies, and implementation programs address open space lands in the City:

Open Space Goal 1: Maintain and protect Lakewood's attractive system of parks and open space resources.

Policies:

- 1.1 Schools offer valuable open space opportunities within residential neighborhoods. Such open spaces should be maintained to enhance the City park system where appropriate.
- 1.2 Maintain parks and recreational facilities (includes parks, golf course and public school areas) at a standard of eight (8.0) acres per 1,000 persons. Areas used for passive open space, such as utility easements, should not be included in this calculation.
- 1.3 Maintain a minimum open space preservation standard (includes public, private, and utility easement/passive open space areas) at a standard of eleven (11.0) acres per 1,000 persons.
- 1.4 Continue to utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes.
- 1.5 Maintain and expand Lakewood's bikeway system.
- 1.6 Explore innovative ways and means of financing the maintenance of existing parks.
- 1.7 Continue to collect park fees for the operation, maintenance, and improvement of parks and recreational facilities.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in italics following each implementation program indicates the policy (or policies) that is supported by that program.

- Program 1: The City should examine the service range of parks in the City, and

consider joint use agreements with public school districts for the use of school facilities to service those neighborhoods that fall outside of existing service ranges and to enhance the City park system. *(See policies 1.1 and 1.2.)*

- Program 2: The City shall continue to require exactions and dedications as provided in the Subdivision Map Act. *(See policies 1.2, 1.3 and 1.7.)*
- Program 3: The City shall actively search for, and consider, new funding sources for the establishment and maintenance of recreational resources, parks, open space, and Lakewood's bikeway system. *(See policies 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 and 1.7.)*

b. Schools

Future development within the City will result in an increase in the student population. The proposed plan permits an increase in the residential development capacity of Lakewood. Currently, there are 11,533 school age residents of Lakewood who are enrolled in public and private schools which serve the City. However, the public school districts and the local private schools currently serve a total student population of 39,093 from Lakewood as well as surrounding cities, including Long Beach and Paramount. Based on student generation factors provided by the school district, following implementation of the General Plan and a full buildout of 28,003 dwelling units and 85,955 people within the City, it is estimated that the student population would increase by 514 students (Table IV.F.9). This represents a total of 5.2 percent more than the existing school enrollment (see Table IV.F.4) over a 25 year period.

**Table IV.F.9: Projected Increase in School Age Children in Lakewood
Based on Buildout of General Plan (2020)**

Grade Level	Single Family Units		Multi-family Units		Total
	Generation Rate	Students	Generation Rate	Students	
K-6 (elementary)	0.25/unit	7	0.25/unit	225	232
7-8 (junior high school)	0.05/unit	1	0.05/unit	55	56
9-12 (high school)	0.20/unit	6	0.20/unit	220	226
TOTAL	0.50/unit	14		500	514

Increased student population could necessitate the development of new school facilities depending on exactly how many students are generated, when the increase in students will occur (over how long of a period), and which schools would be impacted. Currently there are schools serving Lakewood which operate below capacity. The various school districts must assess the adequacy of the existing facilities and the need for future growth. They determine the degree to which the schools are exceeding the capacity of classrooms and teachers and evaluate the impact of proposed development on services and facilities.

There are numerous ways that school districts can finance improvements and expansions to facilities. School districts may impose fees on developers to pay for additional student demand caused by increased development. The school districts can work with the City to enact concurrence requirements. Such requirements may be directly negotiated between the District, the City, and the developer.

c. Police

It would be anticipated that the demand for police protection will increase with the rate of development in the City. Due to the long term implementation of the land use policy, adjustments in police service levels would be recommended by the Sheriff's department during the annual review of the City contract. Recommendations for adjustments are based on population increases, response times, crime trends, and traffic problems.

Although increased development in the City would typically cause increased response times for police emergency calls, future development within the City would be located in already developed areas. Future development in Lakewood would be infill development. Thus, new development is not likely to result in a need for increased staffing levels to respond to the larger service area. The anticipated increase in development density is minimal due to the urbanized nature of the City, and population that will accompany future growth in Lakewood represents less than one percent growth per year.

As most of the City is designated for residential uses, police protection services would involve neighborhood security activities and responses to crimes against residents and their property. However, as previously mentioned, Lakewood has a crime rate (for major crimes) which is approximately 12 percent lower than the County average and is consistently lower than the other cities served by the Lakewood Sheriff Station. Additionally, one of the cities currently served by the Lakewood Sheriff's Station will be getting its own station, thus reducing demand on the Lakewood station. Due to these factors in addition to the low growth rate it is anticipated that implementation of the proposed project would not significantly increase the need for police protection services.

The Lakewood Sheriff Station which serves the City and the surrounding service area (see Table IV.F.7) currently, has 281 sworn officers which is a officer-to-population ratio of approximately 1:950, which is considered adequate to meet the needs of the City and the service area. At buildout, without an increase in the number of officers, this ratio would be approximately 1:1,000. If the crime rate were to increase significantly in the future, it would anticipated that there would be an need for additional staffing to serve the estimated buildout population. However, impacts on police services in the City are not considered significant.

d. Fire

The demand for fire protection services depends on the presence of fire hazards in the City. These hazards may include natural conditions, such as dry brush and hot weather, and manmade circumstances, such as industrial accidents and faulty electrical wiring. Fire protection demand will generally increase with the rate of development. A higher population density will result in a greater potential for fire due to man-made causes. Currently, there is relatively easy access to the residential areas and fire hydrant water pressure is not hampered by high elevations. Commercial fires, especially in multi-story structures, would require ladder trucks and special equipment, and they often involve higher property value damages than residential fires.

Factors to be considered in fire service provision include building density, type of building materials, distance to nearest station, existing fireflow capacities, provision of fire preventive equipment and measures, presence of fire hazards in the area, current demand in the City, type of land use, use of hazardous materials, setback to adjacent structures, available water resource, and other factors which influence fire potential.

The current firefighter-to-population ratio for the Los Angeles County Fire Department is

1:3,800 persons. The adequacy of fire protection can also be evaluated based on standards of response distance and response time. Development in Lakewood has relatively easy access and currently response time is less than four minutes. If future development exceeds the department's distance standards, additional stations will be required. It is anticipated that the average annual growth of less than one percent would not have a significant impacts on fire protection services within the City.

IV.F.4 Mitigation Measures

Mitigation measures would only be required for impacts associated with schools, as impacts associated with parks, police and fire are not significant. The following mitigation measures are recommended to reduce potential significant adverse impacts associated with schools to acceptable levels:

- For school districts meeting applicable state criteria, the local public school districts should levy the maximum amount of developer fees for all residential and commercial development allowed by state law to offset costs for new and/or temporary school facilities. In addition, the local school districts should continue to seek funding from the state for the construction of new classrooms in response to increased enrollment.
- Prior to issuance of a Building Permit, each developer must pay the required fees to the local public school districts.

IV.F.5 Impacts After Mitigation Measures

None anticipated.

IV.G: Public Utilities**IV.G.1 Environmental Setting****a. Water**

On July 15, 1989 the City adopted the "City of Lakewood Water Master Plan." The Master Plan includes an inventory of the City's existing water lines and identifies the need for new and replacement facilities (pipelines, wells, booster pumps, and reservoirs). In addition, the Water Master Plan led to the formation of the City's new Water Resources Department. The Department was formed to maintain high standards for local drinking water sources and to ensure an adequate supply of water.

Figure IV.G.1, depicts the City's existing water lines (10 inches and larger), well locations, and service area boundaries.

Since 1957 most of the City receives water from the City when, at that time, Lakewood acquired a majority of the water operations west of the San Gabriel River. A very small portion of the City (immediately south of the City's northerly boundary, west of Palo Verde Avenue, and south of Allington Street) obtains its water from the Peerless Water Company. The area east of the San Gabriel River is serviced by the Southern California Water Company.

Water lines within the City of Lakewood Water Resources' service area range in size from 4 inches to 27 inches in diameter. Several residential areas are served with undersized 4-inch steel water lines that fail to meet required fire flow standards by a few hundred gallons per minute. Within the next five years new and upgraded water lines will be installed to correct the water flow problems at many of these locations. The City is in the process of replacing 4-inch mains to 8-inch steel mains at a rate of approximately one mile per year. Over the next 45 years the remaining 68 miles of undersized steel and cast iron mains will be replaced.

As of January 31, 1995, the City of Lakewood's Water Resources Department had 19,983 service connections. Residential connections constitute a majority of the City's water service customers.

The following chart displays water use by type of account for the City of Lakewood's water system:

<u>Type of account</u>	<u>% of Water Use</u>
Residential	75%
Commercial/Industrial	16%
Municipal	4%
Other (Construction, meters, street sweeping)	0.3%
Unaccounted for Water	5%

Date: February 12, 1991

Source: City of Lakewood Water Resources Department

The City's water production and storage system consists of 16 well sites located throughout the City (see Figure IV.G.1). Booster stations and storage facilities are situated at three locations and Metropolitan Water District Connections are situated at two locations in the City. Citywide acreage devoted to well sites, storage, and administrative offices is 24.46 acres.

IV. Setting, Impacts and Mitigation Measures

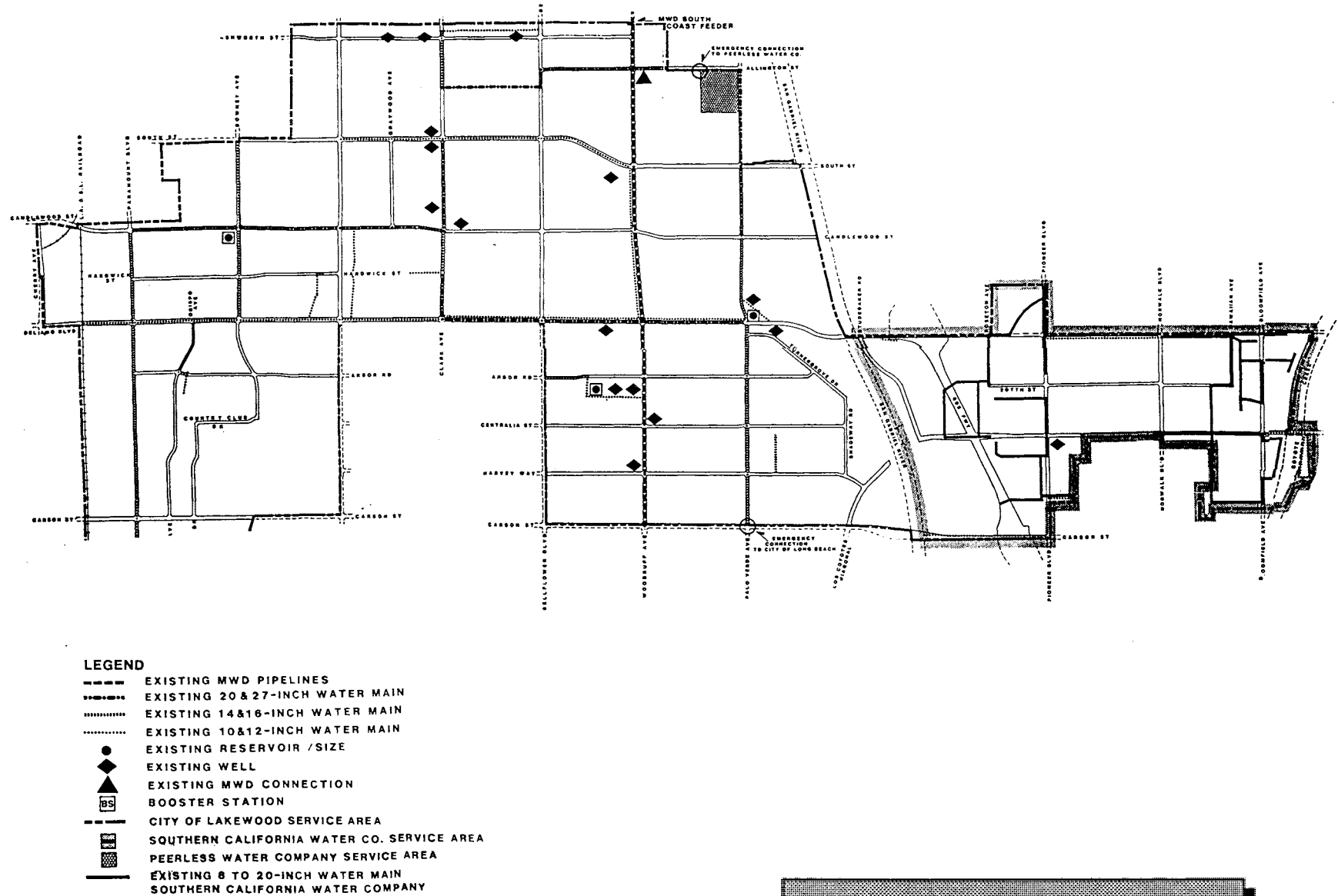


Figure IV.G.1: Water Lines and Related Facilities

Prior to the drought, the average annual water production for the City of Lakewood was approximately 10,000 acre feet. However, due to drought conditions which began in 1985, the City encouraged its residents to reduce total consumption through voluntary conservation. In fiscal year 1991-92, consumption dropped to 7,631.26 acre feet., the lowest level in over 15 years. Consumption has since increased each year. The following chart depicts the total consumption for the last nine years.

<u>Fiscal Year</u>	<u>Total Production</u>	<u>% Increase (Decrease)</u>
FY 1985/86	10,029.40 a.f.	---
FY 1986/87	10,051.92 a.f.	0.2%
FY 1987/88	9,859.65 a.f.	(2%)
FY 1988/89	10,118.07 a.f.	3%
FY 1989/90	9,860.51 a.f.	(3%)
FY 1990/91	8,596.10 a.f.	(13%)
FY 1991/92	7,631.26 a.f.	(11%)
FY 1992/93	8,384.72 a.f.	9%
FY 1993/94	8,580.56 a.f.	2%

Date: January, 1995

Source: City of Lakewood Water Resources Department

As of January 1995, the City of Lakewood owned 8,963 acre feet of adjudicated water rights in the Central Groundwater Basin. The City operates 16 wells, which have supplied all the potable water demand for its consumers since FY 1991-92. The following chart indicates the annual groundwater extractions by the City of Lakewood for the past nine years.

<u>Fiscal Year</u>	<u>Local Groundwater Extractions</u>	<u>% Increase (Decrease)</u>
FY 1985/86	9,927.70 a.f.	---
FY 1986/87	9,208.54 a.f.	(7%)
FY 1987/88	8,933.48 a.f.	(3%)
FY 1988/89	8,934.34 a.f.	0%
FY 1989/90	9,168.16 a.f.	3%
FY 1990/91	7,928.96 a.f.	(14%)
FY 1991/92	7,631.26 a.f.	(4%)
FY 1992/93	8,384.72 a.f.	9%
FY 1993/94	8,580.59 a.f.	2%

Date: January, 1995

Source: City of Lakewood Water Resources Department

The Metropolitan Water District of Southern California (MWD) supplies water to meet the water demand that exceeds the City's pumping allocation. The City maintains two connections to the Metropolitan Water District's supply. The following indicates the amount of water purchased from MWD over the last nine years.

<u>Fiscal Year</u>	<u>Purchased from MWD</u>	<u>% Increase (Decrease)</u>
FY 1985-86	101.70 a.f.	---
FY 1986-87	843.38 a.f.	729%
FY 1987-88	926.17 a.f.	10%

FY 1988-89	1183.73 a.f.	28%
FY 1989-90	692.35 a.f.	(42%)
FY 1990-91	667.10 a.f.	(4%)
FY 1991-92	0.0 a.f.	100%
FY 1992-93	0.0 a.f.	-
FY 1993-94	0.0 a.f.	-

Date: July 1991

Source: City of Lakewood Water Resources Department

In August 1989, the City began purchasing reclaimed wastewater from the City of Cerritos. The City of Cerritos purchases reclaimed water from the Los Angeles County Sanitation District's treatment plant located on the northwest corner of Interstate 605 and the 91 Freeway Interchange.

In order to deliver reclaimed water to customers, the City constructed approximately six miles of pipeline. As of January, 1995, the system provided reclaimed water for irrigation of one commercial grower, five local schools (Saint Joseph High School, Foster Elementary School, Mayfair High School, Lindstrom Elementary School, and Lakewood High School), seven City facilities (including City Hall and the Arbor Yard), and 3.5 miles of parkway. During Fiscal Year 1993/94, the City purchased 446.89 acre feet of reclaimed wastewater. Shown below is the amount of reclaimed water purchased from the City of Cerritos over the past five years.

<u>Fiscal Year</u>	<u>Purchased from City of Cerritos</u>	<u>% Increase (Decrease)</u>
FY 1989-90	353.72 a.f.	---
FY 1990-91	346.87 a.f.	(2%)*
FY 1991-92	406.18 a.f.	15%
FY 1992-93	412.32 a.f.	1.5%
FY 1993-94	446.89 a.f.	8%

* Consumption reduced due to excessive rainfall in March, 1991.

Date: January, 1995

Source: City of Lakewood Water Resources Department

In 1993, two additional schools, Artesia High School and Palms Elementary School, and Palms Park were connected to the City of Cerritos' reclaimed wastewater system which is operated by the Southern California Water Company. Until construction of additional phases of the reclaimed pipeline, the system demand is expected to remain constant at 440 a.f. annually. Currently, a second phase of the project is in the conceptual stage of development. Hoover Junior High School and Bolivar Park are expected to be connected to the reclaimed water system during this phase of construction.

The Southern California Water Company provides water service to areas of Lakewood east of the San Gabriel River through its "Artesia Water System." The customer base in east Lakewood is primarily residential, followed by commercial and then municipal. According to the Company's general manager, Mr. William McDonald, since November 1990, 30 percent of the water piped to east Lakewood has been from Metropolitan Water District sources with the remaining 70 percent coming from local groundwater sources.

The Peerless Water Company Peerless extended its service to a northern portion of Lakewood in the early 1960's (see Figure IV.G.1). Currently, the Peerless Company serves 104 residential Lakewood customers. The portion of the system located in Lakewood consists of 4- to 6-inch

water mains. The majority of the water piped to Lakewood is obtained from local groundwater. However, Peerless' system has a backup connection to Metropolitan Water District water sources.

City of Lakewood Water Resource Management Strategic Plan

On March 13, 1990 the Lakewood City Council adopted the City of Lakewood Water Resource Management Strategic Plan. The Plan established the City's goals in regard to its water supply. Key elements in the City of Lakewood Water Resource Management Strategic Plan include policies and related activities for the preservation of local groundwater supplies.

The San Gabriel Valley is the site of the largest plume of groundwater contamination in the country. The United States Environmental Protection Agency (EPA) has spent over ten years studying the contamination of the San Gabriel Valley Groundwater Basin and has yet to take any significant action in the prevention of the migration of contaminated groundwater from the San Gabriel Valley to the Central Groundwater Basin.

As a result, the City of Lakewood felt an urgent need to address the issue of contaminant migration. On June 26, 1990 the Lakewood City Council adopted a resolution requesting a coalition of municipalities to stimulate cooperation between the Central Basin Municipal Water District and the Water Replenishment District of Southern California (WRD), formerly the Central and West Basin Water Replenishment District. The resolution urged regional water agencies and municipal governments to consider a detailed action plan to safeguard and protect the area's local water supply.

In 1990, the Southeast Water Coalition was formed to press the EPA for action in regard to the migration of contaminants from the San Gabriel Valley Groundwater Basin. In 1995, twelve of the 23 cities located in the Central Groundwater Basin and the WRD comprise the coalition. This policy board has effectively lobbied the EPA for projects to pinpoint contamination flow and study methods of remediation.

Water Conservation

In March 1990, it was apparent to Lakewood that California's four-year drought would have a local impact. In April 1990, the Metropolitan Water District Board of Directors adopted a resolution requesting a voluntary ten percent reduction in its service area.

In 1990, the MWD instituted a drought rebate program to encourage water conservation. Water retailers received a rebate for every acre-foot of water saved. The City's overall water conservation for the MWD drought rebate program during 1990 was 9 percent. With the exception of the City of Vernon, Lakewood residents conserved more water than any other of the 23 Central Basin cities.

By January 1991, MWD invoked a mandatory cutback in sales to retail water agencies. As a result, the City took a 50 percent reduction in water purchases. In addition to the drought, other factors affecting the City's water situation included dwindling surface storage in State Water Project supplies, the loss of water supply from the Colorado River, and the need to supply additional water to the City of Los Angeles Department of Water and Power (LADWP).

The drought conditions prompted the Lakewood City Council to address water conservation issues in several ways. On February 26, 1991, the Lakewood City Council adopted an ordinance amending the City of Lakewood Municipal Code which established a procedure to implement water conservation measures; and, in the beginning of 1991, the City Council

adopted a resolution declaring a Phase I Water Supply Emergency which implemented mandatory conservation measures including an emergency water surcharge. In October 1991 the City Council revised the Water Conservation Ordinance and moved from mandatory water conservation measures to a voluntary conservation mode. The move back to voluntary was in response to overwhelming conservation efforts by the City's water customers.

In 1995, water supply shortfalls are being caused by political reactions to environmental issues rather than a lack of precipitation. Required releases of surface water supplies into the San Francisco Bay-Delta Estuary for environmental reasons, reduces the availability of supplies for urban and agricultural uses. Shortfalls in surface water allocations from northern California could impact the recharge of the Central Groundwater Basin. The City remains in voluntary conservation for this reason.

Additional pro-active conservation water measures taken by Lakewood include: publishing public-information water conservation articles; public instruction on water-saving methods and landscaping; staffing informational booths at community events; implementation of water-saving policies for residential and commercial customers; and the production of award-winning informational cable television programs.

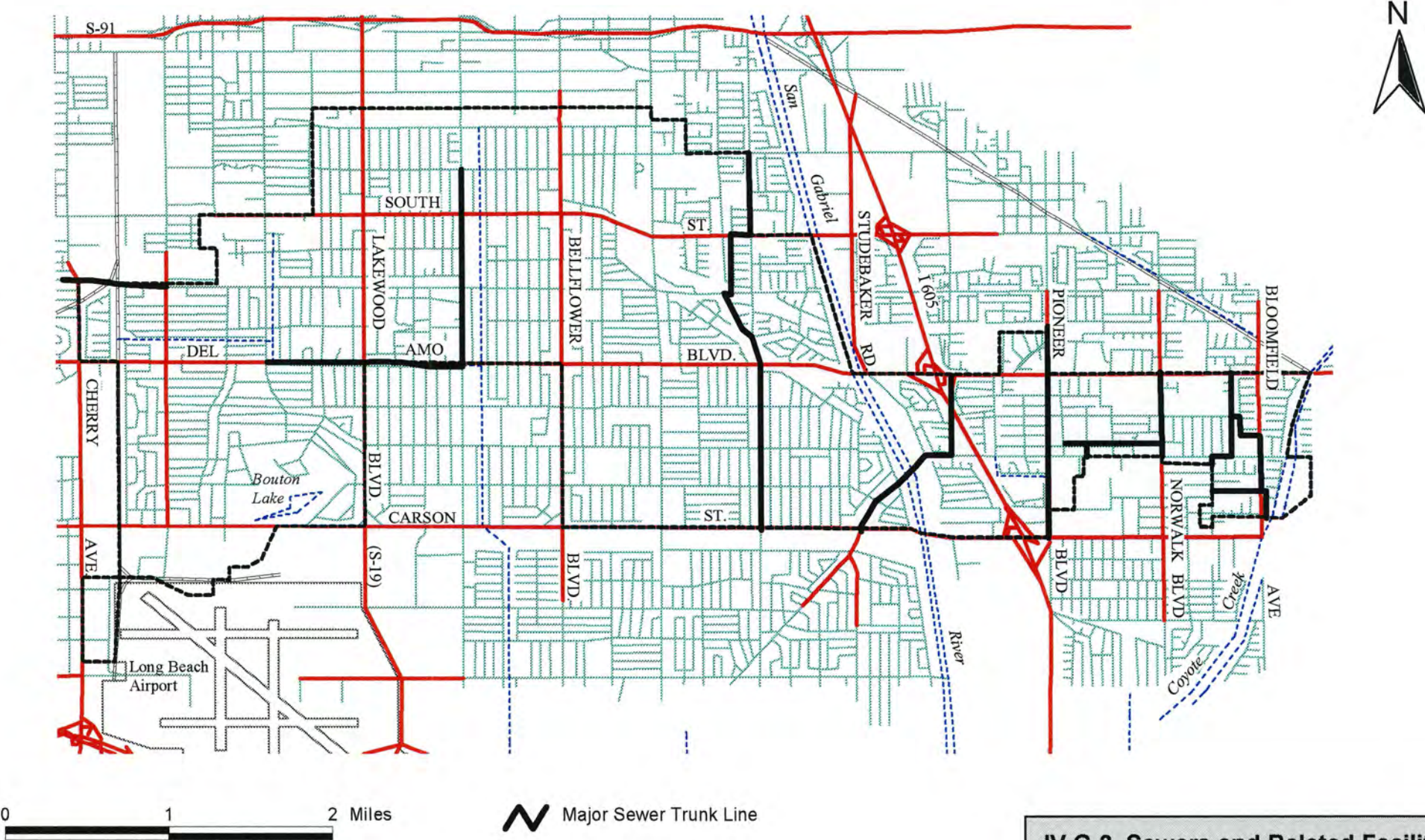
b. Sewers

Lakewood's wastewater is carried through City-owned and maintained pipes (typically 8 inches in diameter) to larger Sanitation-owned and maintained sewer trunk lines that eventually connect to treatment plant facilities.

County Sanitation District No. 3 serves the portion of the City located west of the San Gabriel River and County Sanitation District No. 19 serves the eastern portion of the City. The Sanitation Districts are part of the Joint Outfall Districts (JOD). The JOD, an integrated network of facilities known as the Joint Outfall System, consists of six treatment plants. Figure IV.G.2 and Table IV.G.1 depict all of the County Sanitation District Trunk lines located in the City of Lakewood.

The wastewater generated from the City of Lakewood is processed at the Long Beach Water Reclamation Plant (WRP). The Long Beach WRP, located at 7400 E. Willow Street in the City of Long Beach, has been in operation since 1973. The City of Hawaiian Gardens, and portions of the Cities of Long Beach, Cerritos, and Artesia, are also serviced by the Long Beach WRP. The Long Beach WRP has a design capacity of 25 million gallons per day (mgd), and currently provides tertiary treatment for an average wastewater flow of 19 mgd. All sludge from the Long Beach WRP is processed at the Joint Water Pollution Control Plant (JWPCP) at 24501 S. Figueroa Street in the City of Carson. This JWPCP has been in operation since 1928.

The Sanitation District estimates that the City of Lakewood currently generates 7.5 (mgd) of wastewater. This estimate is calculated by multiplying an estimated population of 74,654 persons (1990 Census population figure), by the average generation factor for the JOD (101 gallons per day per capita), then adding the discharge from all developments within the City which are operating under Industrial Waste Permits (approximately 69,000 gallons per day). Table IV.G.3 displays the size and location of the County Sanitation District trunk sewers located in the City of Lakewood.



0 1 2 Miles

Source: GDT, ADVANCE, HBA, 1996.

Major Sewer Trunk Line

IV.G.2 Sewers and Related Facilities

Table IV.G.1: County Sanitation District No. 3 and No. 19 Trunk Sewers

Dist. No. 3 - Trunk Sewers	Size	Location(s)
Lakewood, Sections 4 and 5	15"	Clark Ave. between Hedda St. and south to the City boundary.
Market Street	18"	Candlewood St. between Paramount Blvd. and the west City boundary.
North Long Beach Interceptor, Section 5	33"	Candlewood St. between the west City boundary and Deeboyar Ave. Deeboyar Ave. between Candlewood St. and Denmead St. Denmead St. between Dee Boyer Ave. and Paramount Blvd.
North Long Beach Interceptor, Section 4	33"	Denmead St. between Paramount Blvd. and Obispo Ave. Obispo Ave. between Denmead St. and Hardwick St. Hardwick St. between Obispo Ave. and Downey Ave. Downey Ave. between Hardwick St. and Del Amo Blvd.
North Long Beach Interceptor, Section 3	33"	Del Amo Blvd. between Downey Ave. and Clark Ave.
Los Coyotes Diagonal	12" 15" 18"	Palo Verde Ave. between Hungerford St. and South St. South St. between Palo Verde Ave. and Carfax Ave. Carfax Ave. between South St. and Cardale St. A right-of-way between Cardale St. and Candlewood St. Carfax Ave. between Candlewood St. and Palo Verde Ave. Palo Verde Ave. between Carfax Ave. and Centralia St. Palo Verde Ave. between Centralia St. and Carson St.
Los Coyotes Diagonal Relief	15" 12" 15" 18"	Palo Verde Ave. between South St. and Cardale St. Palo Verde Ave. between Cardale St. and Del Amo Blvd. Palo Verde Ave. between Del Amo Blvd. and Centralia St. Palo Verde Ave. between Centralia St. and Carson St.
Joint Outfall "C", Unit 6E	24"	Gridley Rd./right-of-way between the NE City boundary and Centralia St. Across the San Gabriel River to Stevely Ave.
Joint Outfall "C", Unit 6D	24"	Los Coyotes Diagonal between Stevely Ave. and Carson St.
Joint Outfall "C", Unit 8D	27" 33"	Pioneer Blvd. between the south City boundary and 207th St. 207th St. between Pioneer Blvd. and Arline Ave. Arline Ave. between 207th St. and 209th St. 209th St. between Arline Ave. and Elaine Ave. Elaine Ave. between 209th St. and south to the City boundary.
Elaine Avenue	12"	Arline Ave., south of, and up to 209th St. 209th St. between Arline Ave. and Elaine Ave. Elaine Ave. between 209th St. and south to the City boundary.
Norwalk Boulevard	21"	Norwalk Blvd. between the City boundaries.
209th Street	10"	209th Street between Norwalk Blvd. and Elaine Ave.
District No. 19 Interceptor	24"	Hawaiian Ave. between Del Amo Blvd. and Centralia St. Centralia St. between Hawaiian Ave. and Claretta Ave. Claretta Ave. between Centralia Ave. and the City boundary.

Dist. No. 3 - Trunk Sewers	Size	Location(s)
East Artesia, Section 4	15"	207th St. between Hawaiian Ave. and Wardman Ave. Wardman Ave. between 207th and Lemming St. Lemming St. between Wardman Ave. and Bloomfield Ave.
East Artesia, Section 3	18"	Bloomfield Ave. between Lemming St. and 214th St. Lemming St. between Bloomfield Ave. and Wilder Ave. Wilder Ave. between Lemming St. and the south City boundary.
East Artesia, Section 2	21"	A right-of-way (even with 214th St.) between Bloomfield Ave. and the City boundary.

Source: Sanitation District No. 3 and 19, December 1991.

Table IV.G.2 displays typical waste/sewage flow rates for various land uses as determined by the Los Angeles County Sanitation Districts.

c. Storm Drains

Storm drains in the City of Lakewood are maintained by the Los Angeles County Department of Public Works, Flood Control District. The flood control system in the City is part of the multi-jurisdictional regional flood control network which discharges storm water runoff into the San Gabriel and Moody Creek channels.

Construction and maintenance of the storm drain system is financed through the General Funds of participating cities, Benefit Assessment Fees, Gas Taxes and other developer/tax revenue. Historically, storm drains were financed through bond issues, but the most recent bond issue for storm drain improvements occurred in 1970. Most revenue today is gathered through Benefit Assessment fees which are set by the County Board of Supervisors and determined by the amount of storm water runoff estimated for each parcel. Approximately \$20 million of storm drain capital improvements are made each year County-wide. Many of the existing storm drains were constructed in the 1940's and 1950's when the majority of the City was developed. The County Department of Public Works has identified a multitude of unmet drainage needs within the City. At the present time, the County has no plans for future construction of additional storm drains.

The collection and disposal of rainfall runoff is one of the most difficult problems facing any city. Since storm water flows by gravity to storm drains and thence to flood control channels, the design of the storm drain system must take many factors into consideration. Some of these factors are the intensity and character of land use; the area, topography, and soil conditions of the watershed; the natural slope of the land; and the characteristics and intensity of the rainfall that can be expected. These factors have been considered in the development of the storm drain system that exists in Lakewood.

Lakewood is divided by the San Gabriel River and is bounded by Coyote Creek on the east. These two improvement drainage channels carry large amounts of runoff to the ocean during major storms. All of the existing drainage systems empty into these channels. Storm water is collected in a network of laterals which flow into the Los Cerritos storm drain in the west side and into the Artesia-Norwalk storm drain in the east, which in turn flows into the San Gabriel River and Coyote Creek, respectively.

Table IV.G.2: Typical Waste/Sewage Flow Rates, 1992

CATEGORY	UNIT OF USAGE	FLOW (GPD)
RESIDENTIAL		
Single Family Home	Parcel	260.00
Duplex	Parcel	312.00
Triplex	Parcel	468.00
Fourplex	Parcel	624.00
Condominiums	No. of Units	156.00
> or = Five Units	No. of Units	156.00
Mobile Home Parks	Spaces	156.00
COMMERCIAL AND INDUSTRIAL		
Hotels/Motels/Rm. Houses	Rooms	125.00
Stores	1000 Sq. Ft.	100.00
Financial Institution	1000 Sq. Ft.	100.00
Shopping Center	1000 Sq. Ft.	325.00
Supermarket	1000 Sq. Ft.	150.00
Office Building	1000 Sq. Ft.	200.00
Professional Building	1000 Sq. Ft.	300.00
Restaurant	1000 Sq. Ft.	1000.00
Indoor Theater	1000 Sq. Ft.	125.00
Car Wash - Tunnel Type	1000 Sq. Ft.	3700.00
Car Wash - Wand Type	1000 Sq. Ft.	700.00
Service Shop	1000 Sq. Ft.	100.00
Service Stations	1000 Sq. Ft.	100.00
Auto Sales/Repair	1000 Sq. Ft.	100.00
Wholesale Outlets	1000 Sq. Ft.	100.00
Animal Kennel	1000 Sq. Ft.	100.00
Nurseries/Greeneries	1000 Sq. Ft.	25.00
Warehousing	1000 Sq. Ft.	25.00
Open Storage	1000 Sq. Ft.	25.00
Dry Manufacturing	1000 Sq. Ft.	25.00
Lumber Yards	1000 Sq. Ft.	25.00
Drive-In Theater	1000 Sq. Ft.	20.00
Club	1000 Sq. Ft.	125.00
Night Club	1000 Sq. Ft.	350.00
Bowling/Skating	1000 Sq. Ft.	350.00
Auditorium, Amusement	1000 Sq. Ft.	100.00
Golf Courses, Camp & Park	1000 Sq. Ft.	55.00
RV Park	Spaces	3825.00
Laundromat	1000 Sq. Ft.	100.00
Mortuaries/Cemeteries	1000 Sq. Ft.	300.00
Health Spa w/o Showers	1000 Sq. Ft.	600.00
Health Spa w/showers	1000 Sq. Ft.	125.00
Homes for the Aged	Bed	10.00
Convention/Sport Center	Attendance	
INSTITUTIONAL		
Colleges/Universities	Student	20.00
Churches	1000 Sq. Ft.	50.00
Private Schools	1000 Sq. Ft.	200.00

Source: County Sanitation Districts of Los Angeles County, "Loadings Capacity Units and Unit Rates" Sheet for July 1, 1991 - June 30, 1992. Fred Cannizzaro, Engineer; January 1992.

d. Electric

The City of Lakewood receives electrical service from the Southern California Edison Company. Electrical infrastructure is located both above and below ground level within the City limits. In an effort to provide reliable service, Edison continuously upgrades and maintains its electrical system. Edison does not anticipate any significant electrical service problems within the City of Lakewood.

Currently, approximately 70 percent of SCE electricity is self-generated. Electric power sources include natural gas, low sulfur oil, the San Onofre Nuclear Generating Plant near San Diego and hydroelectric power plants in the San Joaquin Valley. Additionally, SCE is developing alternative energy technologies like wind, solar, biomass and cogeneration. The remaining 30 percent of SCE electric power is purchased from out-of-state sources and other power companies in the region. These sources include a Utah coal-burning facility, hydroelectric systems in the Sierra Nevada, Oregon and Washington, fossil fuel-burning plants in Ventura, Redondo Beach and Long Beach, wind farms in the Tehachapi Mountains, pumping plants of the California Aqueduct, and solar energy plants near Barstow.

Due to fluctuating energy demands, utility companies are interconnected and supply each other with electricity when their resources exceed local demand. In addition, SCE local sources are fed to a larger source to provide continuity of service. All energy captured is fed from the Edison "grid system" to individual users. This ensures that service is not interrupted in case of generator failure.

As of 1994, Edison served 28,911 metered customers within the City of Lakewood. The breakdown is as follows:

<u>Customer Class</u>	<u>1994 Meters</u>	<u>1990 Meters</u>	<u>1984 Meters</u>
Residential	27,179	26,956	25,945
Agricultural	1	1	3
Commercial	1,498	1,487	1,288
Industrial (Non-Temp)	27	33	44
Industrial (Temp)	10	10	14
Other Public Authority	196	180	169
TOTAL:	28,911	28,667	27,463

Source: Southern California Edison, 1994

Currently, Edison serves the City of Lakewood by a network of substations, which include:

- Hedda Substation, Lakewood
- Sommerset Substation, Bellflower
- Sunnyside Substation, Lakewood
- Bovine Substation, Cerritos
- Lakewood Substation, Long Beach
- Lucas Substation, Lakewood
- Eric Substation, Cerritos

These substations also serve the needs of neighboring communities as an integral part of Edison's electric grid system. The major substation serving Lakewood is the "Lakewood Substation" in Long Beach.

Electrical current flows from Southern California Edison generating facilities to the City of Lakewood for delivery to receiving stations or substations at 4,000 and 12,000 volts electrical potential. It is then transformed, in substations located in or close to the City, to the type of power required by the user, ranging from normal house current to industrial requirements. In addition to Lakewood's local electrical distribution network, there are also high voltage electrical power transmission lines within the City that are operated by Los Angeles Department of Water and Power (LADWP) and Southern California Edison (SCE). These high voltage electrical easement areas traverse Lakewood at several locations and are depicted on Figure 3.2-3. The LADWP right-of-way containing a 230 kilovolt transmission line extends from the west City boundary to just east of Eastbrook Avenue and north to Ashworth Street. This right-of-way then turns south and parallels Eastbrook to Ocana Avenue, at which point it runs southeast to the San Gabriel River just south of Monte Verde Park. From this point, it parallels the San Gabriel River along the west bank. Specific plans for transmission line right-of-way use must be submitted to the responsible utility for compliance with the utility's rules and regulations.

The SCE right-of-way parallels the LADWP right-of-way near Eastbrook Avenue to Ocana Avenue, where it also turns southeast, reaching the San Gabriel River almost due east of the intersection of Denmead Street and Stevely Avenue. This right-of-way contains two lines: one 66 kilovolts and the other 220 kilovolts. A set of four transmission lines also runs north and south along the east bank of the San Gabriel River. These lines include three 66-kilovolt lines and one 220-kilovolt line.

Rule 20-A Undergrounding of Utilities

The California Public Utilities Commission's (PUC) Decision No. 73078 provided that utility companies allocate funds on an annual basis for the purpose of replacing overhead wiring utilities with underground wiring. As a result, Southern California Edison (SCE) established Rule 20-A for the undergrounding of utilities.

The criteria used for determining undergrounding projects are as follows:

1. Such undergrounding will avoid or eliminate an unusually heavy concentration of overhead electric facilities;
2. The street, road, or right-of-way is extensively used by the general public and carries a heavy volume of pedestrian or vehicular traffic; and
3. The street, road, or right-of-way adjoins or passes through a civic area or public recreation areas or an area of unusual scenic interest to the general public.

These criteria serve as guidelines in the determination and prioritization of projects. The list of projects identified for Lakewood is the result of a culmination of efforts between Southern California Edison and City planning staff. This list, approved by the Planning Commission in 1984, amended in 1990 and approved by the City Council, ranks the projects according to highest priority.

SCE requires Lakewood (and any participating municipality) to adopt an ordinance creating an underground district in the area in which both the existing and new utilities are and will be located. According to SCE requirements, the length of time between City Council approval of an underground district and construction may take up to twenty-four months. The City has eleven undergrounding districts and nine project areas which are proposed for utility undergrounding within the City's 1993-1998 Legacy budget time period; see Table IV.G.3.

Table IV.G.3: Undergrounding Districts (February, 1995)

District Number	Date Adopted*	Resolution No.	Location
#1	11-12-68	2050	Bellflower Boulevard (between Ashworth and South)
#2	4-10-73	77-33	Del Amo Boulevard (between Lakewood Blvd. and Clark)
#3	6-26-73	77-48	Lakewood Boulevard (between Del Amo and Candlewood)
#4	10-28-77	77-95	Del Amo Boulevard (between Fidler and Woodruff)
#5	12-19-78	78-101	Bellflower Boulevard (between South and Del Amo)
#6	6-14-83	83-59	Civic Center Area (east of Clark, south of Candlewood, north of Del Amo)
#7	5-01-91	91-09	South Street (Palo Verde to San Gabriel River)
#8	4-25-86	86-15	Vicinity of South and Woodruff
#9	11-24-87	87-100	Candlewood Avenue (west and east of Clark)
#10	11-24-87	87-100	Carson Street (vicinity of Paramount)
#11	2-12-91	90-78	Downey Avenue and Vicinity (south of South Street and north of Candlewood)
#12	Proposed per Legacy 1993-98		Woodruff Avenue (Allington to Del Amo)
#13	Proposed per Legacy 1993-98		Downey Avenue (between Candlewood and Del Amo)
#14	Proposed per Legacy 1993-98		South St. (between Ademoor and Palo Verde)
#15	Proposed per Legacy 1993-98		Pioneer Blvd. (Carson to north City limit)
#16	Proposed per Legacy 1993-98		Del Amo (between Roseton and Pioneer)
#17	Proposed per Legacy 1993-98		Woodruff Ave. (between Arbor and Centralia)
#18	Proposed per Legacy 1993-98		Centralia St. (Studebaker to east City limit)
#19	Proposed per Legacy 1993-98		Paramount Blvd. (between Candlewood and Carson)
#20	Proposed per Legacy 1993-98		Bloomfield Ave. (Del Amo to south City limit)

Source: City of Lakewood Department of Public Works files pertaining to undergrounding districts. Date: January 1992.

e. Natural Gas

Natural gas service to the City is provided by Southern California Gas Company, Central Division. The gas mains and services within the City of Lakewood range in age from those installed in the 1940's to present day installations. Lines currently in service are bare and wrapped steel with installations since 1973 of polyethylene plastic. Lakewood's natural gas supply network is shown on Figure IV.G.3.

Within the City of Lakewood, Southern California Gas maintains two major trans-city high pressure 30-inch gas lines. These lines, running east and west along Del Amo Boulevard and north and south along the east side of the San Gabriel River, are part of a large transmission network that supplies the Greater Los Angeles area. The distribution system consists of high and medium pressure lines which form a grid pattern. Coverage within the City is complete. The company has no plans for replacement or expansion of their facilities other than normal maintenance.

Services and mains are replaced based upon an economic analysis which considers factors such as current value and the ratio of cost of replacement to repair. This process allows for a continuous evaluation of the gas piping system and replacement as required. With this process, major upgrading or replacement is not done as such, but is a continuous and orderly process designed to maintain the quality of the facilities.

Replacement is normally done on a size for size basis with changes based on growth patterns. The gas company maintains a plan based on anticipated growth patterns. This allows changes of a minor nature as the gas lines are replaced, with the objective of not having to do a major upgrading unless totally unexpected circumstances should occur. All replacements use polyethylene plastic. The depreciable life for gas mains is 42 years, for services it is 28 years. According to Southern California Gas Company officials, no major maintenance or service problems exist within the City, nor are any anticipated in the future.

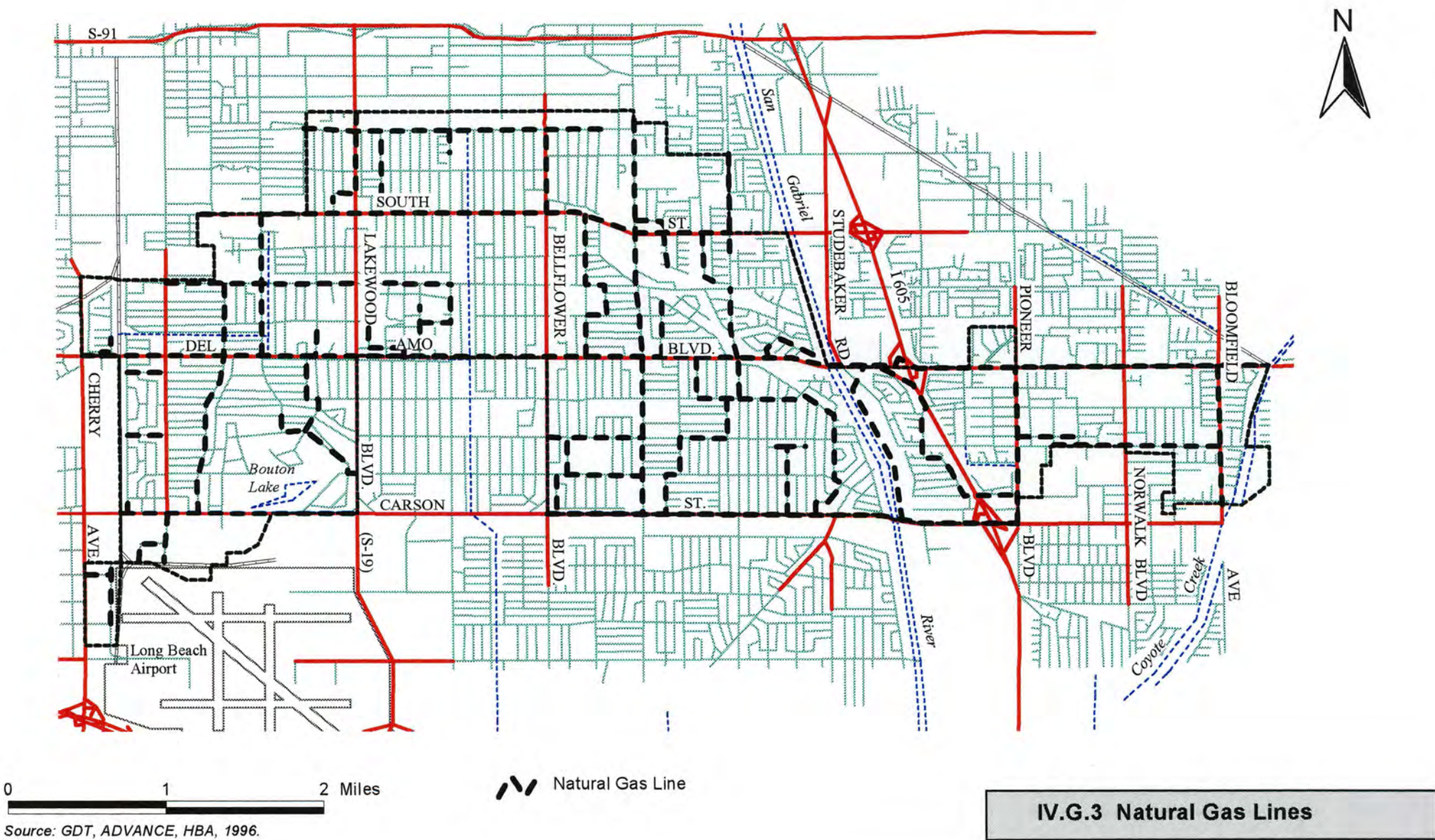
f. Solid Waste Management

Southeast Resource Recovery Facility (SERRF) Transformation Plant

The City of Lakewood contracts with BZ Disposal for its citywide solid waste disposal needs. According to the Lakewood Source Reduction and Recycling Element (SRRE) (revised January, 1995), during calendar year 1990, the City disposed of approximately 74,030 tons of residential, commercial, and industrial waste. About 93 percent of this waste is transferred to and processed at the Southeast Resource Recovery Facility (SERRF), a waste-to-energy plant built in Long Beach in 1988. The remainder of Lakewood's solid waste (about 7%) is disposed at the La Puente Hills Landfill.

The City, by contract, delivers waste to SERRF as part of the bond obligation used to underwrite construction of the facility. The technology used at SERRF is known as "mass burn", in which all refuse delivered to the facility is burned in controlled combustion. Developed by L&C Steinmuller Company of Germany, the facility reduces the volume of waste by 90 percent; 70 percent by weight. Fly and bottom ash are the principal byproducts of the process. Refuse combustion produces energy used to operate a turbine that turns a generator. The generator produces enough electricity to power approximately 35,000 homes.

According to SERRF representatives, the facility is equipped with the best available air emission control technology to minimize the formation and release of various air contaminants. Normal operation generates a daily level of emissions equivalent to the contamination generated by



automobiles using about a half mile of the Santa Monica Freeway each day. The plant is fully permitted by the SCAQMD and meets all air quality standards.

SERRF normally processes about 1,500 tons of waste each day, generating about 450 tons of ash per day. The ash is considered as a hazardous waste and is currently treated and recycled as structural backfill and road-base aggregate at County landfills. This means that nearly all of Lakewood's refuse is diverted away from landfilling, leaving only the 7 percent of its refuse requiring disposal.

Solid Waste Diversion

In addition to the waste that is disposed, Lakewood generates other wastes that are diverted away from the transformation and disposal process. According to the SRRE, 8,092 tons of waste were reduced and/or recycled in some manner. When added to the disposal tonnage, the total amount of waste generated in 1990 amounted to 82,122 tons. By dividing the amount of waste diverted by the amount of waste generated, Lakewood's diversion rate in 1990 was estimated at 9.8 percent.

On January 1, 1995, the City estimated that it had a diversion rate of 18.4 percent, based on the amount of refuse disposed (66,824 tons). The diversion rate was calculated using the CIWMB's Base-year Adjustment Methodology (AB 2494 method), which adjusts the base year generation data using economic and population factors. The existing disposal tonnage was compared to the base year, and the diversion rate was calculated assuming that the absence of disposal tonnage was attributable to diversion. Final diversion rates will not be available until 1996, after the County conducts its quarterly weighing program to measure disposal tonnage.

Solid Waste Diversion Plan (SRRE)

The reason for identifying the diversion rate is the State law mandating recycling (AB 939). Under this law, each local agency is required to demonstrate 25 percent diversion by January 1, 1995 and 50 percent by the year 2000. AB 939 was enacted because there would otherwise be too few landfills and landfill capacity to assure the adequate disposal capacity for all Californians through a 15 year planning period extending into the next century.

According to AB 939, each local agency was required to develop a written plan of action, documenting how the jurisdiction would achieve the mandated diversion by the compliance dates. Along with 21 other Southeast Los Angeles County cities, and the County of Los Angeles, Lakewood prepared its SRRE. This plan of action identifies the specific action the City will take to meet the mandates. Ultimately, the SRRE will become part of the County-wide Siting Element, a document identifying how solid waste disposal needs will be met for the next 15 years.

The SRRE describes the rationale for selection and implementation of all feasible source reduction, recycling and composting programs. The SRRE also identifies the amount of disposal capacity required for the next 15 years after implementation of the SRRE programs. At present, only 7 percent of Lakewood's waste needs disposal capacity.

At present, the City's SRRE is being considered by the CIWMB for final approval. It has been accepted by the County Local Task Force, and was previously reviewed by the CIWMB in its draft stage in 1992.

SRRE Programs

Existing and planned programs for source reduction, recycling and composting programs were identified in the SRRE. Continuation and implementation of these programs will enable the City to meet State criterion for making a "good faith effort" to comply with the law. Each of these areas is described below.

Existing solid waste source reduction activities include:

- repair and re-use of appliances, household items and furniture;
- diaper services;
- retreading and re-use of tires;
- backyard composting; and
- grass-cycling and xeriscaping.

The City plans to implement the following source reduction activities:

- promote existing source reduction activities and their expansion; and
- public information and education activities that act as incentives to reduce waste.

Existing solid waste recycling programs include the following:

- City Hall paper recycling program;
- network of drop-off and area buy-back reverse vending machine centers;
- business recycling;
- salvage by scavengers, haulers, and generators;
- cardboard recycling by major retailers;
- horse manure recovery by Lakewood Stables;
- multi-family recycling program; and
- commercial sector recycling program.

The City plans to implement the following recycling activities:

- encourage the private sector to expand existing recycling;
- encourage development of markets; and
- public education and awareness program.

To date, the City has implemented a Citywide newspaper collection network operated at most major grocery stores, initiated a multi-family collection program at approximately one half of the multi-family residential units in the City, and has started a commercial sector recycling program at the Lakewood Center Mall and other select locations. Also, the City has begun to purchase materials containing recycled content, including rubberized asphalt.

No commercial composting exists in the City. There is a lack of established sites for composting of green wastes and other organic materials. New markets, however, are developing and could present a significant attraction to the City to separate and transfer green wastes to processing and utilization facilities. In the interim, the City will encourage private sector expansion of limited composting programs until such centralized, regional facilities come on-line in the medium term.

The City established other programs such as special waste recycling, education and public awareness, and household hazardous waste management. Special wastes include difficult to handle materials such as tires, construction debris, white goods, and potentially hazardous

materials. The City plans to continue private sector activities and promote these efforts to the public to increase participation.

Based on the SRRE's generators and targeted materials, the City plans to conduct extensive public education and information dissemination among the commercial and residential sectors. These programs include brochures, speaker's bureau, newsletters, seminars and general outreach to all communities including the multi-family sector.

Household hazardous wastes (HHW) are any household discards that may threaten human health and the environment if disposed of improperly. Common HHW's include paints, thinners, solvents, motor oil, pesticides, and batteries. These materials should not be placed in the trash or in the sewer. For most HHW's, the City will participate in the County of Los Angeles' "round-ups". For used oil, the City has received grants to conduct used oil collection and recycling. Monies are used to publicize the program, and to encourage citizens to return their used oil to certified redemption centers (CRCs). The City currently has one CRC, and is planning to increase this number to ten sites.

g. Telecommunications

1. Cable Television

The November 29, 1982 franchise agreement between the City of Lakewood and Tribune Cable paved the way for Lakewood's improved cable service. On February 1, 1992, Jones InterCable transferred the ownership of its cable service to Colony Communications. Continental is the current franchise holder; the City Council has approved a transfer of ownership of Continental's Lakewood franchise to U.S. West which is scheduled to occur on December 31, 1996. The Lakewood Cable Network has the capacity for 124 channels (440 megahertz capability) which can utilize different frequencies for local public (commercial) education and governmental broadcasting. Colony Cable has a present capability to expand its frequency by 40 additional channels. Currently 13,125 Lakewood residents subscribe to Colony Cable.

2. Channel 31 - The Lakewood Cable Network

Channel 31, Lakewood's municipal governmental cable channel, is sponsored by the City of Lakewood and operated by the City's Cable Communications Department. Independent surveys show that over 60 percent of Lakewood's cable subscribers view Channel 31. To help keep subscribers informed, City staff produce over a hundred programs annually that inform, educate, entertain, and showcase topics specific to Lakewood. Channel 31's programs vary from each fiscal year depending on budgetary availability and program needs.

As of Fiscal Year 1990/1991, current Channel 31 series programs included: City Council Meeting Broadcasts; *Lakewood Living Magazine*, an award-winning program covering issues facing the City; *The Crime Stoppers*, co-produced with the L.A. County Sheriff's Department; *Community Digest*, Lakewood's video news magazine; *Game of the Week*; *FYI*, programs from outside producers on such topics as home safety, health care, garden tips and current issues; and many other regular and special program productions.

3. Fiber Optics Transmission

The City of Lakewood is included in the Long Beach Area fiber optic ring network; see Figure IV.G.3. The network, operated by General Telephone and Electric (GTE) and Pacific Bell, has been constructed to provide high-grade, large-capacity digital services which are virtually immune to catastrophic failure and are primarily planned for large business users. This self-

healing network can detect a service-affecting fault and redirect traffic to facilities which are intact and have capacity to carry the traffic being redirected.

These advantages make the fiber optics network attractive to high volume data users and to subscribers with high security requirements. Some of the customers within the Southern California basin include the Department of Defense; defense contractors; long distance telephone services such as AT&T, MCI, and Sprint; the entertainment industry; data centers for banking; major retailers; major manufacturers; and the transportation industry.

4. Telephone Service

Telephone Service is provided in the City by Pacific Telephone and Telegraph Company (PT&T) which serves the northwestern portion of the City, and the General Telephone Company of California which serves the balance of the Lakewood area (see Figure IV.G.7).

GTE California Incorporated; The approximate number of miles of GTE telephone lines currently located in the City of Lakewood is estimated at more than 100,000 pair miles (telephone wires are grouped in pairs, and pair miles are calculated by multiplying the number of miles served by the number of pairs in the wires). In addition, there are approximately 451 fiber miles of fiber optic facilities in the City. As discussed above, fiber optics is used primarily for the transmission of telephone traffic between switching locations in the Los Angeles Metropolitan Area and for the provision of high-capacity digital data type services.

There are currently 24,323 residential and 2,284 business GTE lines in service in the City of Lakewood.

According to GTE officials, its telecommunications network is adequate to meet both current and future customer demands. Growth needs are determined by an econometric forecast which is constantly updated and reviewed to reflect current and predicted economic and political conditions. In addition, GTE's planning process also ensures that modifications to the network infrastructure are made in anticipation of new customer services and changes in technology.

The City of Lakewood is provided with telephone service from four different GTE switching locations (Central Offices) which also serve several other cities and communities in the surrounding area. These machines are state-of-the-art computer controlled devices capable of providing a variety of customer services and features by simply programming the controlling computer. Also located nearby in the City of Long Beach is a major toll switching machine that aggregates and routes customer traffic from the central offices to destinations in the Los Angeles Metropolitan Area as well as to Inter-exchange Carriers such as AT&T, MCI and Sprint, for routing to other destinations nationally and worldwide. The transmission systems that interconnect the switching devices are comprised of digital carrier systems that are carried over both copper and fiber optic cables.

Pacific Bell: Pacific Bell provides telecommunication service to residents and businesses in the northwestern portion of the City via the Paramount Central Office. This area is generally bounded on the south by Del Amo Boulevard, on the east (south of South Street) by Clark Avenue and (north of South Street) by Lakewood Boulevard, and on the west by the City's jurisdictional boundary. Currently Pacific Bell has a business/residential mix of approximately 7,000 customers with residential customers accounting for approximately 60 percent of the service demand.

IV.G.2 Significance Criteria

The proposed General Plan update project will be considered to have significant impacts if implementation will result in:

- Activities which use large amounts of energy or which use energy in a wasteful manner.
- An increased demand for utilities which exceeds either the existing supply or capacity of the infrastructure (or financially feasible infrastructure that could be developed) required to service additional demand and/or equipment (treatment facilities, electric lines and substations, natural gas lines, etc.).
- Alter the nature of demand for utility services causing increased costs or service delivery limitations.
- Requires additional staff and equipment in order to maintain acceptable levels of service.
- Have a significant effect on, or result in a substantial need for new, altered, or expanded services.

IV.G.3 Environmental Impacts

Development under the proposed General Plan would increase the demand for public utilities in the City of Lakewood. The proposed General Plan at projected buildout will accommodate approximately 28,003 dwelling units (an increase of 1,149 single and multi-family units) and a total of 6,100,068 square feet of commercial uses (an increase of 1,777,435 square feet) and 4,274,194 square feet of industrial uses (an increase of 3,465,982). The impacts to individual public utilities are described below.

a. Water Services

Development under the proposed land use plan will result in a greater demand for water. At buildout, Lakewood is predicted to consume approximately 11,328,328 gallons per day, an increase of approximately 1,466,544 gallons per day over existing levels. This number represents the absolute maximum buildout permitted by the General Plan. The full buildout may occur over several decades. New development will obtain water from the same sources as existing development. The land uses in the proposed land use plan would allow for more intensive development than currently exists and thus create a demand for additional water. However, as indicated above, development proposed in the land use plan would occur over an extended period of time and thus demand would gradually increase over several years. The General Plan policies require managed growth and promote the development of adequate infrastructure prior to new development (many of these policies are contained below in the Mitigation Measures). Therefore, the gradual increase in demand for water services per year in conjunction with implementation of the General Plan policies, is not anticipated to result in significant impacts on existing services.

Table IV.G.4 summarizes water consumption for residential, commercial, and industrial facilities under the proposed General Plan.

Table IV.G.4: Projected Water Consumption (gallons/day)

Land Use	Consumption Factor	Existing General Plan Buildout	Proposed General Plan Build-out
Residential	325 gpd/unit	3,427,550	9,100,975
Commercial	225 gpd/ksf*	972,592	1,372,515
Industrial	200 gpd/ksf	161,642	854,838
Total:		4,561,784	11,328,328
gpd = gallons per day ksf = thousand square feet mgd = million gallons per day * Average consumption factor for industrial and commercial Source: Harland Bartholomew & Associates, Inc. 1996 and City of Los Angeles EIR Guidelines			

The growth projected to occur consistent with the proposed General Plan update will be served by existing capital improvements and pending projects. The following summarizes the proposed capital improvement projects that will meet the projected growth and resulting increased demand for water service.

City of Lakewood Water Resources Department: Over the past five years, the Department of Water Resources has implemented an aggressive capital improvements program. The Department has completed several major projects during this time; a computerized telemetry system, five miles of water mains and renovation of Well #23, which is located at the north end of Civic Center Way and the flood control channel. The City's capital improvements are scheduled in the City of Lakewood's "Legacy Capital Improvement Plan." Significant projects planned for or completed during the early 1990's include:

Renovation of Storage Facilities: The Department of water Resources operates three storage facilities, two tank farms and one partially buried reservoir. In FY 1994/95, a structural engineering firm conducted an analysis of both tank farms to determine each tank's structural integrity and vulnerability during a seismic episode. Plant #13 located at Palo Verde Avenue north of Del Amo Boulevard, and Plant #4 located at the Arbor Yard each have tanks that require rehabilitation. All tanks at both plants require painting. The City Council has budgeted funds for repairs in the FY 1994/95 budget. The project is expected to be completed in FY 1996/97.

Treatment Plant at Well #11 and Well #11-A: Wells #11 and #11-A are located at Sunfield Avenue, south of South street. These wells have a history of exceeding the maximum containment level for iron and manganese, both secondary or aesthetic standards set by the State Department of Health Services and the EPA. To address this problem, the City Council approved the installation of a wellhead treatment plant to filter these constituents from the drinking water supply. The facility is expected to be operational by January 1996.

Emergency Water Supply Inter-Connection: The Cities of Lakewood and Cerritos have entered into an agreement for the construction of an automated inter-connection between the two systems. The connection will open when either system experiences a significant drop in water pressure. This connection is being planned with the Southern California Water Company.

Water Main Replacement: Several miles of steel water mains are still in service in the older parts of the City. The majority of leaks occur in the areas served by these World War II-era pipelines. These mains are also undersized and have inadequate fire flows and pressure. In addition to the remaining steel mains, 68 miles of undersized cast iron pipe exists within the distribution system. Upon completion of the steel mains, work is expected to begin on replacement of the undersized cast iron pipelines. The project consists of the replacement of undersized steel water mains and installation of new services and fire hydrants cited in the Legacy. This project will increase fire fighting capabilities and reduce water quality complaints.

Reclaimed Water System Expansion: The use of reclaimed wastewater for irrigation results in a direct gallon-for-gallon saving of drinking water. The entire reclaimed water system expansion project consists of five phases--Phase I of which is complete. Future extension of reclaimed water lines, earmarked for fiscal years 1997-2000, is planned along various parkway strips throughout the City. Other connections are to include service to Lakewood Center Mall, other City facilities, and local schools which are located on the west side of Lakewood Boulevard (Bolivar Park and Hoover Junior High School.)

Water Well Development: Lakewood obtains 90 to 100 percent of its water supply from its drilled wells. The project, which consists of three phases, includes analysis of current production facilities and system operation to determine the need for additional well sites.

Southern California Water Company

According to the Southern California Water Company's "Artesia System-Southern Portion Master Design Report" dated November 14, 1991, recommended water main replacements (for the portion of the system serving Lakewood) to be completed during the next five years are categorized into the three following groups:

<u>Group</u>	<u>Description</u>	<u>Location</u>
1	Improve major fire flow deficiencies	Install 650 feet of 8" main in 205th St. and Alburdis.
2	Replace steel mains	Install 6,800 feet of new 8" mains along Centralia, 209th, and Arline, in the vicinity east of Pioneer and west of Norwalk.
3	Improve minor fire flow deficiencies	Install new 8" mains in several single-family residential areas currently served by 4" mains. Fire flow from these mains are typically about 800 gpm which is below current requirements.

Source: Southern California Water Company's "Artesia System-Southern Portion Master Design Report, dated February 14, 1991.

The Southern California Water Company also proposes major water system improvements which are not located within the City of Lakewood but affect the operation of the Artesia Water System.

Peerless Water Company

Peerless Water Company does not have plans for any new capital improvements to the portion of its water system located in Lakewood within the next five years. The water system serving the Lakewood area currently has manual connections to Metropolitan Water District supply sources. In the near future these manual connections, which are located in Bellflower, may be upgraded to an automatic version.

b. Sewage

Increased development will result in an increase in the amount of sewage generated by the City. At buildout, wastewater generation would be approximately 8,082,557 gallons per day as indicated in Table IV.G.5. This represents an increase of approximately 1,133,020 over existing levels.

Table IV.G.5: Projected Sewage Generation (gallons/day)

Land Use	Factor	Existing General Plan Buildout	Proposed General Plan Buildout
Residential	225 gals/unit/day	5,142,150	6,300,675
Commercial	180 gals/day/ksf	778,074	1,098,012
Industrial	160 gals/day/ksf	129,314	683,870
Total		6,049,538	8,082,557
<i>Source: City of Los Angeles EIR Guidelines, 1996</i>			

c. Storm Drains

The City is almost entirely built-out; most of the City is covered with impervious ground cover (concrete, asphalt and buildings). Future growth consistent with the proposed General Plan update will not increase the percentage of the City covered with impervious ground cover. As a result, existing conditions relating to site run-off due to storms will likely remain for the foreseeable future. Due to the identified unmet drainage needs within the City, and no current plans by the County's Department of Public Works for additional storm drains, future development in the City will need to provide on-site drainage control systems to lessen the unmet drainage needs in the City.

e. Electricity

The City of Lakewood is served by the Southern California Edison Company (SCE). The future development as a result of the implementation of the land use policy will result in an increase in power consumption. Table IV.G.6 estimates power usage at buildout (2020). A total of 262,443,587 kilowatt hours per year will be consumed by the anticipated development at buildout of the General Plan. This represents an approximate increase of 53,822,335 kwh per year, or 25.8 percent over the current consumption of 208,621,252 kwh per year.

The Southern California Edison Company provides electrical services upon demand. Although SCE states that the utility will be able to provide electrical service to all new customers, a substantial portion of SCE's electrical sources are from non-renewable sources. The anticipated consumption of the additional annual electricity by the City of Lakewood would be considered a significant impact due to the reduction of natural resources. Impacts of individual

developments would have to be evaluated upon submission of development plans to estimate if existing facilities could accommodate the projected power demand. Otherwise, upgrading of equipment or facilities would have to be made prior to project development. It should be noted that this increased usage would occur gradually over several decades as the City develops and does not represent a sudden or individual increase. The SCE has the capability to provide the electricity, and thus impacts on their services would not be considered significant. However, as electricity is a nonrenewable resource, the impacts on the electricity supply may be considered significant. It is possible that new, renewable sources of energy and methods of increased energy efficiency would develop during this time period.

Table IV.G.6: Projected Power Consumption at Buildout (kwh/year)

Land Use	Annual Consumption Factor ^a	Existing General Plan At Build-out	Proposed General Plan at Build-out
Residential	6,081 kwh/du	138,975,174	170,286,243
Commercial	8.8 kwh/sq ft.	38,039,170	53,680,598
Industrial	9.0 kwh/sq. ft.	7,273,908	38,476,746
Total		184,288,252	262,443,587
Notes: a Based upon generalized factors from "Common Forecasting Methodology VI, Demand Forecast," SCE 1985. <i>Source:</i> Harland Bartholomew & Associates, Inc. 1996.			

e. Natural Gas

Development under the proposed land use plan will increase natural gas consumption because of the increase in dwelling units and building square footage. Table IV.G.7 provides an estimate of natural gas demand at buildout of the proposed land use plan using generalized factors. It is anticipated that the Gas Company will be able to provide natural gas to all new customers. The consumption of natural gas within the City at buildout of the General Plan represents approximately 496,368,674 cubic feet per month, an increase of 19,522,953 cubic feet per month.

Table IV.G.7: Projected Natural Gas Consumption (million cu. ft./month)

Land Use	Consumption Factor	Existing General Plan at Buildout	Proposed General Plan at Build-out
Single-family Residential	6,665 cu/mo/du	148,609,505	148,789,460
Multi-family Residential	4,012 cf/mo/du ^a	22,784,148	18,282,684
Commercial	2.5 cf/mo/sf ^b	10,806,582	15,250,170
Industrial	3.0 cf/mo/sf	180,123,407	314,046,360
Total Consumption:		362,323,642	496,368,674
Notes: a Represents average multi-family consumption rate b Represents average commercial (office and retail) rate. <i>Source:</i> Harland Bartholomew & Associates, Inc. 1996			

As natural gas is a nonrenewable resource, the irretrievable loss of it would be considered a significant impact. However, impacts on the Southern California Gas Company would not be considered significant, as it has indicated, it has met service demands in the past and expects to meet obligations in the future. The increased usage would occur gradually over a period of several decades as the area develops. It is possible that additional renewable sources of power would become available in the future, which would reduce the population's reliance on natural gas.

f. Solid Waste Disposal

The impacts of the proposed land use plan on solid waste generation are estimated using the City of Los Angeles generation factors as derived from the City of Los Angeles EIR Guidelines. These factors are provided in Table IV.G.8.

The buildout of the General Plan will result in the generation of approximately 456,874 pounds of solid waste per day, an increase of approximately 122,469 pounds/day over existing generation rates. As previously mentioned, the full buildout of the General Plan will occur over a period of several decades and the General Plan has several policies intended to prevent development prior to the provision of adequate infrastructure.

Lakewood's private haulers deliver their solid waste to the Southeast Resource Recovery Facility (93%) and to the La Puente Hills Landfill (7%). Currently, Lakewood contributes approximately 11 percent of the amount. The future increase in solid waste generated by buildout of the General Plan would contribute approximately 15 percent of the total amount and will not result in an immediate impact on solid waste disposal services and landfills. Although landfill operators have not indicated what will occur subsequent to closing dates, no landfill operator has indicated that impacts would be significant.

Table IV.G.8: Projected Solid Waste Generation (lbs/day)

Land Use	Factor	Existing General Plan Buildout	Proposed General Plan Buildout
Residential	12 lbs/unit/day	274,245	336,036
Commercial	15 lbs/1,000 sf/day	64,839	61,000
Industrial	21 lbs/1,000 sf/day	16,971	59,838
Total		356,055	456,874
<i>Source: Technical Background Report, City of Lakewood (1995)</i>			

g. Communication Services

1. Telephone

Telephone services in Lakewood which are provided by General Telephone and will be impacted by the implementation of the proposed land use plan. Development will mean the installation of additional telephone lines. As this service is provided upon demand, no unavoidable adverse impacts are anticipated with the proposed land use plan.

Growth anticipated with the proposed land use plan is not anticipated to significantly impact telephone services.

2. Cable

Implementation of the proposed land use plan is unlikely to have an adverse impact on existing cable television, except for increased demand and modifying areas where service demand may occur. Additional lines will be installed as service demand increases.

The proposed General Plan contains goals, objectives, policies, and implementation policies that were designed to mitigate the impacts of future development, and to the extent feasible existing concerns. These guidelines and actions will be implemented by the City to address Citywide concerns and, therefore will serve as mitigation measures for the environmental impacts of development under the proposed General Plan.

IV.G.4 Mitigation Measures

None required.

IV.G.5 Impacts After Mitigation Measures

None.

IV.H: Earth Resources**IV.H.1 Environmental Setting****a. Seismic Risks**

Lakewood is located in a seismically active region. Figure IV.H.1 shows the locations of earthquake epicenters and active or potentially active faults in the vicinity of Lakewood. The two known active or potentially active faults closest to Lakewood are the Los Alamitos Fault and the Newport-Inglewood Zone of Deformation.

The Los Alamitos Fault: The Los Alamitos Fault's location is postulated in the vicinity of Carson Street and Bellflower Boulevard. The fault is not included in an Alquist-Priolo Special Studies Zone and the implications of a significant earthquake along this fault and the chances of a ground rupture occurring are not known.

The Newport-Inglewood Fault Zone: The Newport-Inglewood Zone of Deformation is approximately three miles southwest of Lakewood and is expressed at the surface as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. The length of the fault zone is approximately 44 miles (70 km.). Subsurface movement along the fault resulted in the 1933, magnitude 6.3, Long Beach earthquake, which caused significant damage in the City of Long Beach.

Ground Shaking, Ground Failure and Unreinforced Masonry: An evaluation of major structures in Lakewood indicates that there are no unreinforced masonry buildings in the City, however, not all structures are completely immune to strong ground shaking or ground failure. In the event of an earthquake, there will be some measurable amount of damage in the City.

Tsunami: The City of Lakewood, at its closest point, is located approximately 6.5 miles from the Pacific Ocean and an elevation of 35 feet above sea level. The chance of a tsunami reaching Lakewood is very unlikely.

Seiches: According to the 1975 Lakewood Seismic Safety Element, during a moderate (4.5) or greater earthquake, the potential for seiche damage to structures is likely for the underground reservoir (Plant 22) located near the intersection of Candlewood Street and Downey Avenue. Other less significant seiche problem areas include private and public swimming pools and Bouton Lake.

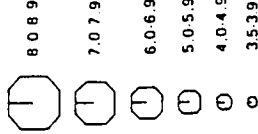
Dam Failure: According to the U.S. Army Corps of Engineers, the northwest corner of the City could be inundated should the Hansen Dam fail due to an earthquake or for any other reason, however, with the recent completion of the 105 freeway, the risk may have been reduced. The Hansen dam is located in the eastern end of the San Fernando Valley, near Pacoima. Preliminary information pertaining to flooding resulting from failure of the Whittier-Narrows Dam indicates flooding of two to four feet throughout much of the City.

Slope Instability Hazards: The City of Lakewood is relatively flat. Consequently, hazards such as slope instability mudslides and landslides are not considered to be likely threats.

Liquefaction and Subsidence: In 1990, the County of Los Angeles produced an interpretive map indicating where liquefaction might occur in the County. Figure IV.H.2 illustrates those portions of Lakewood identified as having liquefaction potential. In March, 1975, McDonnell Douglas Corporation's Earth Information Services division prepared a seismic safety element for the City indicating that there is no apparent evidence that an earthquake would cause

LEGEND

REPORTED EARTHQUAKE MAGNITUDES



Symbols Sizes Represent Designated Range of Richter Magnitude Symbols.

Epicenter and magnitude data from the Caltech Earthquake Catalog for the period 1932 through 1987, only epicenters with magnitudes greater than 3.5 are shown.

Faults dashed where approximately located, dotted where concealed and queried where conjectural.

Fault locations modified from Geologic Map Series of California, 1977-1986, 1:250,000 Scale, CDMG.

Offshore faults modified from Geologic Map Series, California Continental Margin, 1986-1987, 1:250,000 Scale, USGS and CDMG.

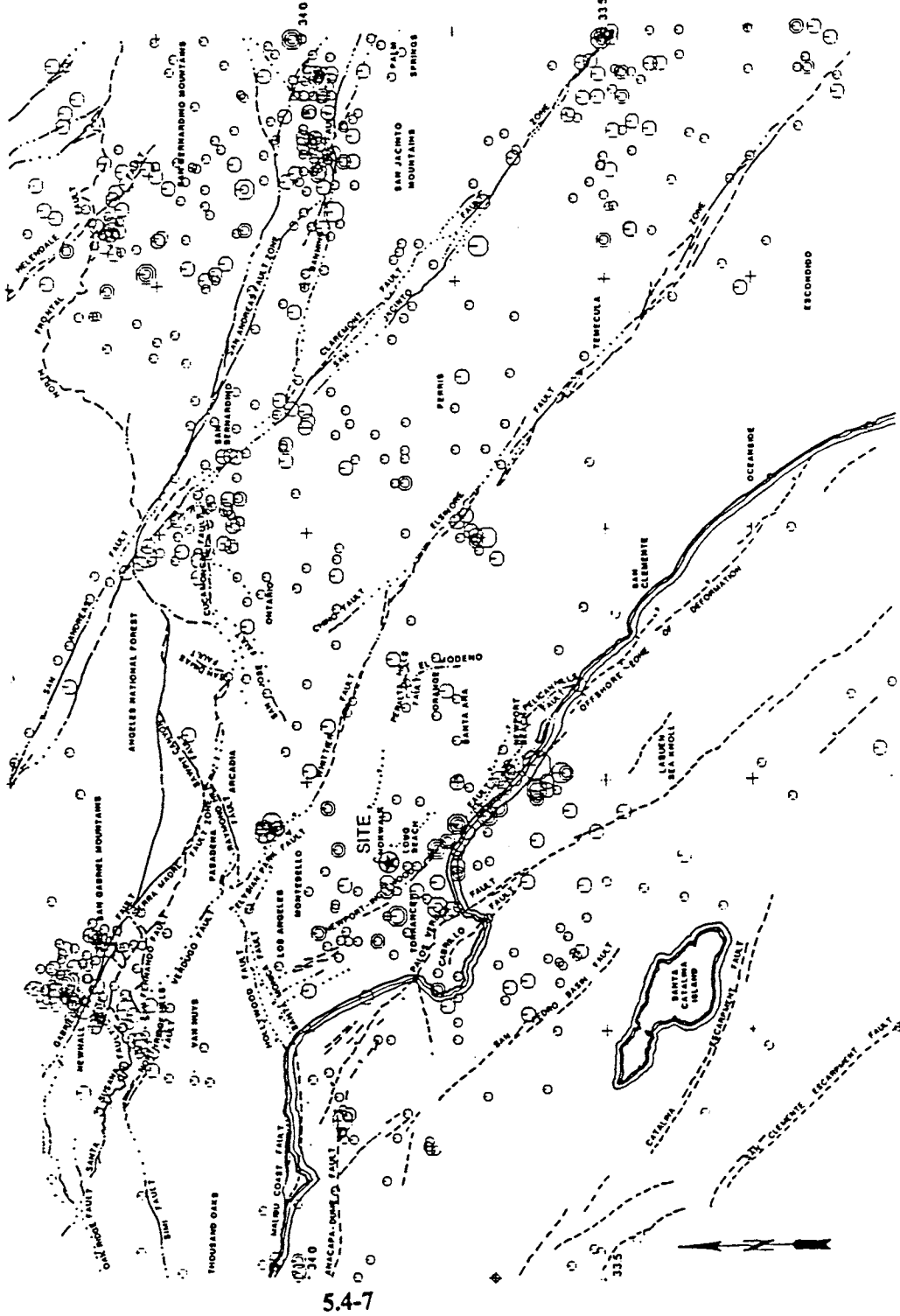
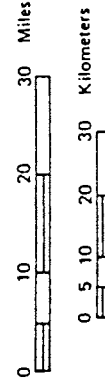
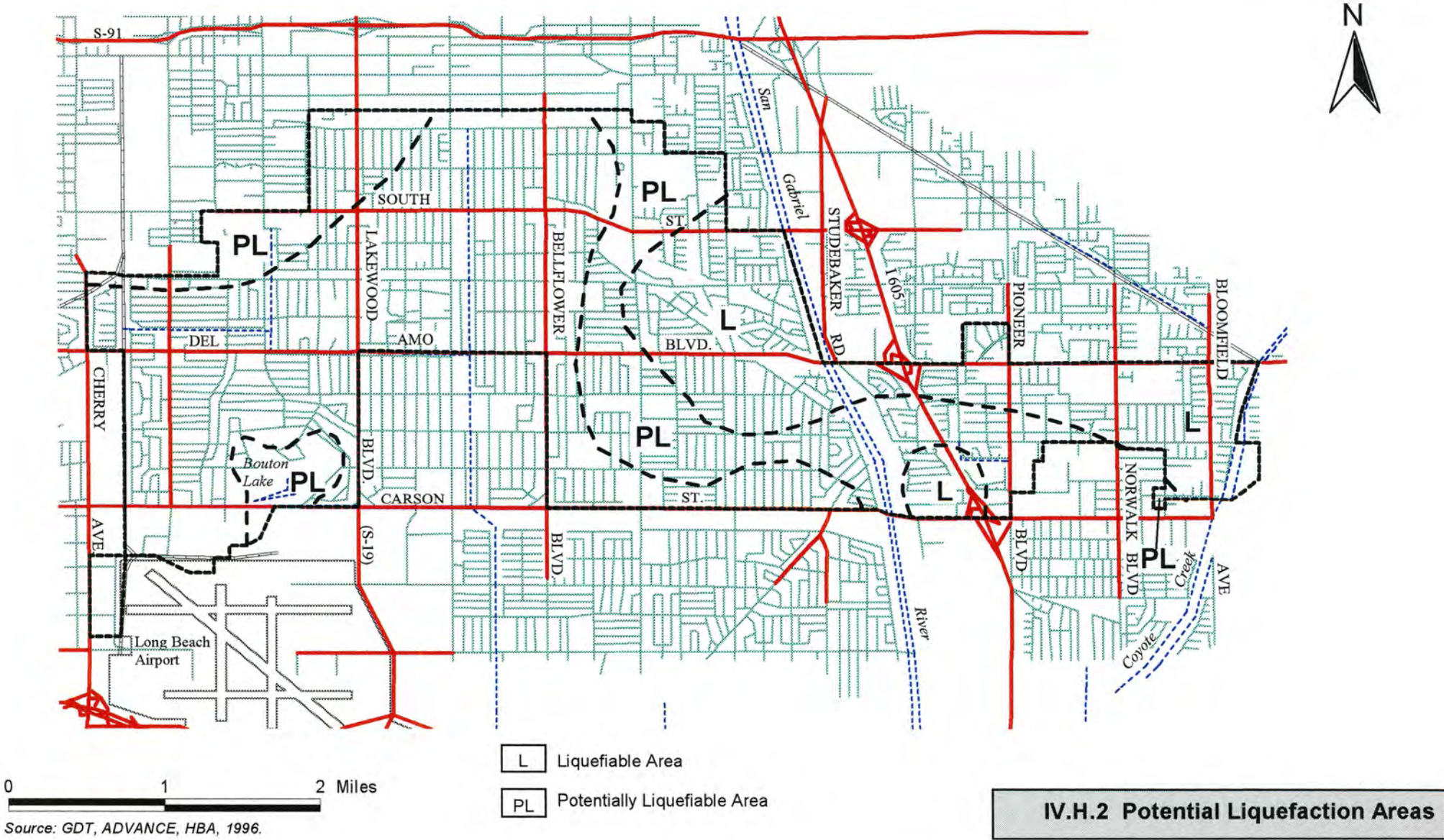


Figure IV.H.1: Regional Faults and Earthquakes



subsidence in Lakewood.

Regional Stratigraphy

The pre-Repetto and upper Cretaceous rocks which accrue to 14,000 feet (4,300 meters) in thickness are shown in Figure IV.H.3. These include the Chico and Trabuco formations cut in some places by late Cretaceous quartz diorite intrusives. Presumes to overlie these in the Central basin are early Tertiary sands and siltstones - the Sespe and Vaqueros formations. The next formation above is the early to middle Miocene Topanga sandstone, shale and conglomerate interbedded with and below volcanic rocks (calcic andesite flows, tuffs and breccias). Above the Topanga are the middle to late Miocene rocks called Monterey, Modelo or Puente depending on where in the Los Angeles Basin you find them. It was during the deposition of these clay shales, siltstones, diatomites and conglomerates, that the creation and tectonic downwarping of the Central block occurred.

The Repetto formation shown in the cross section is of early Pliocene age and up to 6,000 feet (1,800 meters) thick. It is mostly a siltstone with layers of sandstone and conglomerate, locally containing fragmental marine shells.

The post-Repetto rocks include late Tertiary and Quaternary rocks reaching 12,000 feet (3,700 meters) in thickness. The late Pliocene Pico formation overlying the Repetto is over 2,000 feet (600 meters) thick. The upper part of the Pico formation consists of sands, silts and clays interbedded with marine gravel. The lower part is composed of greenish-gray micaceous siltstones and feldspathic sandstones interbedded with claystone and shale.

The next overlying group of sediment are very poorly consolidated and include those deposited in the Quaternary Period. The Quaternary deposits are divided into the Recent and Pleistocene series. Ground water extracted from wells is obtained primarily from aquifers in these rocks (with the exception of a few wells in the Lakewood area that perforate late Pliocene sediments). The lower Pleistocene formations include the San Pedro sands which rests on the Pico siltstones. The upper Pleistocene in the Central basin includes the Lakewood formation which are essentially terrace deposits, typical of alluvial but predominantly floodplain river deposits. The late Pleistocene reaches 340 feet (100 meters) in thickness. The latest sediments are those of the Recent Epoch which date from the retreat of the last glacier about 11,000 years ago. These are mostly stream-deposited sandstones and siltstones and are shown on geological maps as alluvium and active dune sands. Many aquifers are found in these strata.

Local Physiography and Geology

Lakewood is located within the Central Basin Pressure Area, a hydrologic unit within the Downey Plain. The surface relief within the City is 40 feet (12 meters); the City Hall parking lot elevation is 50 feet (15 meters) above sea level. The area is generally flat and regionally slopes gently to the south. Water-bearing sediments in the Central Basin Pressure area range in age from Recent to Pliocene and extend to a probably maximum depth of 2,200 feet (670 meters) northeast of the City. Recent alluvium covers most of the City and reaches a maximum thickness of 200 feet (60 meters) near Bellflower. This alluvium is a source of fresh water and contains the Semi-perched aquifer, the Bellflower aquiclude, and the Gaspar aquifer. The underlying Lakewood formation of late Pleistocene age also is a water source for the City. It contains part of the Bellflower aquiclude and the Artesia, Exposition, Gage, and Gardena aquifers. The Gaspar, Artesia, and Exposition aquifers are in hydraulic continuity. The Gage and Gardena aquifers mark the base of the Lakewood formation and unconformably overlie the San Pedro formation. Five aquifers occur in the San Pedro: the Hollydale, Jefferson, Lynwood, Silverado and Sunnyside. The latter, marking the base of the San Pedro formation, attains its

maximum depth of about 1,700 feet (518 meters) just east of Lakewood. Pliocene sediments composed of siltstones and sandstones underlie the San Pedro formation. Fresh water occurs in the most highly permeable zones of this formation; otherwise, its waters are saline or brackish.

Lakewood is located in a seismically active region. Figure IV.H.3 shows the locations of earthquake epicenters and active or potentially active faults in the vicinity of the site. As shown on Figure IV.H.3, the two known active or potentially active faults closest to Lakewood are the Los Alamitos fault and the Newport-Inglewood Zone of Deformation.

The inferred trace of Los Alamitos fault is known mainly from water well drillers' logs and water quality data (California Department of Water Resources, 1961) and microseismicity data (Hauksson, 1987). There is no reported surface expression of this fault. Based on the California Department of Water Resources (1961), evidence for movement along the fault appears to include vertical separation of aquifers, with those on the east of the fault having been displaced down relative to those on the west. Furthermore, the California Department of Water Resources (1961) suggests that aquifers of late Pleistocene and Recent age have not been displaced. Hauksson (1987) reports low levels of microseismicity along the trend of the fault and believes it may be related to strain accumulation of adjustment on the Newport-Inglewood Zone of Deformation following the 1933 Long Beach Earthquake.

The Newport-Inglewood Zone of Deformation is approximately three miles southwest of Lakewood and is expressed at the surface as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. The zone is a right-lateral wrench fault system consisting of a series of en-echelon fault segments and elongated, complexly-faulted domes or anticlines which are believed to be the expression of deep-seated faults within the basement rock (Yeats, 1973; Barrows, 1974). The overall length of the fault zone is approximately 44 miles (70 km.). The reported estimates of the total displacement across the zone vary; however, it is generally believed to be about 3,000 to 6,000 feet of right-lateral displacement since mid-Pliocene time, with a maximum of up to 10,000 feet since Miocene time (Woodward-Clyde, 1979). A highly variable, but significantly lesser amount of vertical displacement is also believed to have occurred during that time span. The average geologic slip rate of the fault has been estimated at 0.5 mm./year based on oil field data collected along the fault (Woodward-Clyde, 1979). Recent paleoseismic studies of the Rose Canyon fault system in San Diego (Rockwell, et al., 1991) suggest a slip rate of about 1.5 to 2.1 mm./year for that fault, and suggest that a similar slip rate may be appropriate for the Newport-Inglewood fault. While no surface rupture was reported, subsurface movement on the fault resulted in the 1933--magnitude 6.3--Long Beach earthquake, which caused significant damage in the City of Long Beach.

Since 1975, earthquakes of significant relevance in California are: 1975, Oroville; 1979, Imperial Valley; 1979, Coyote Lake; 1980, Livermore; 1980, Mammoth Lakes; 1980, off-shore Humboldt County; 1983, Coalinga; 1984, East San Jose; 1984, northwest Bishop; 1986, Palm Springs; 1986, Chalfant (Mono County); 1987, Whittier Narrows; 1987, Superstition Hills; 1989, Watsonville; 1989, San Francisco; June 1991, Landers (7.5) and Big Bear (6.6); and January 1994, Northridge (6.7).

In general, potential geologic and seismic hazards in Lakewood include: earthquake ground motions, ground rupture, slope instability, liquefaction and differential compaction, and seiches.

Ground Rupture: As previously discussed, the nearest known fault to the City of Lakewood is the Los Alamitos fault, whose location and trend is only approximately known. As shown on Figure IV.H.4, the Los Alamitos fault has been postulated in the vicinity of Carson Street and

IV. Setting, Impacts and Mitigation Measures

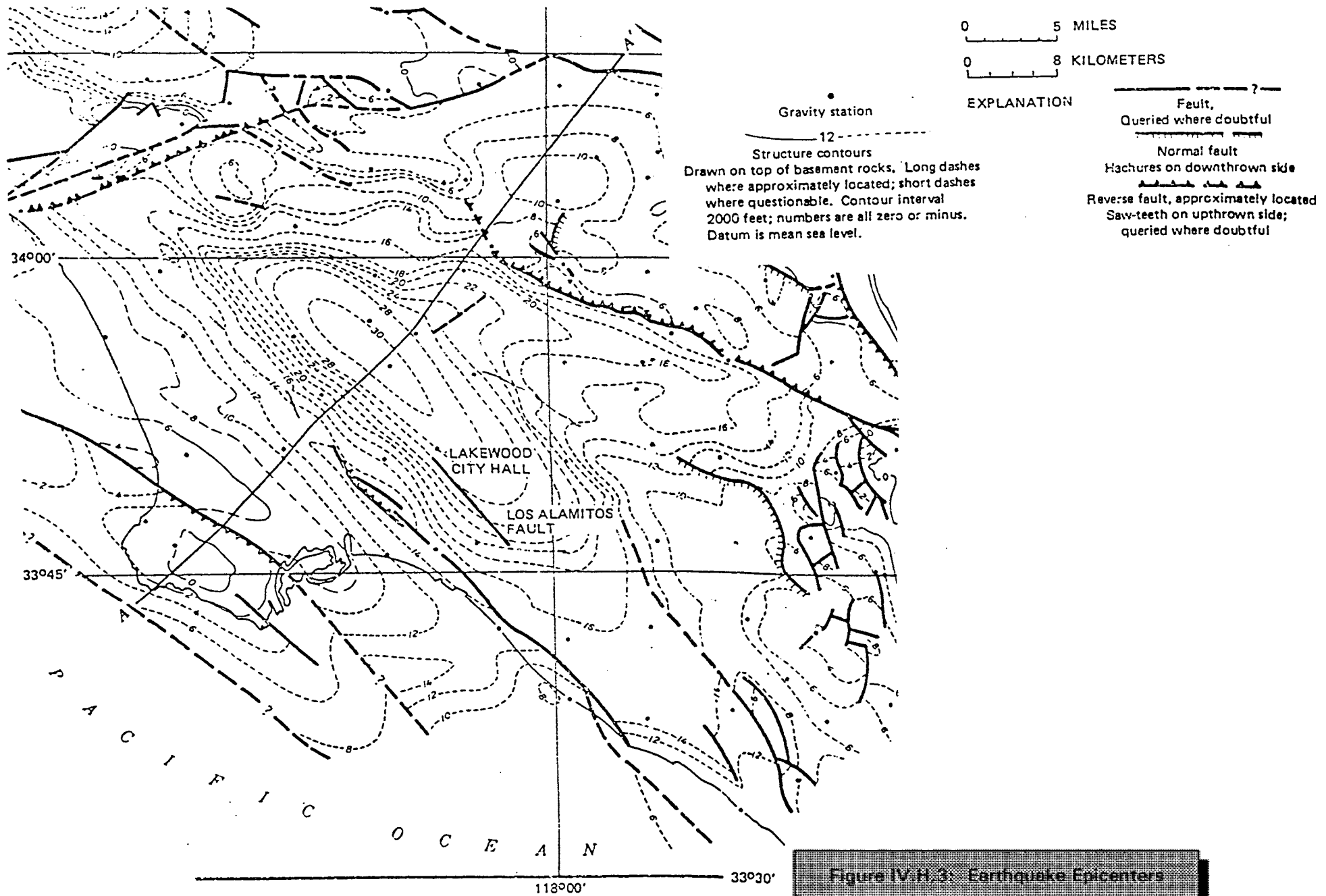


Figure IV.H.3: Earthquake Epicenters

Bellflower Boulevard. As a result, additional data is needed to address the potential of an earthquake occurring from the Los Alamitos fault. It has been found that in most earthquakes, ground shaking accounts for the greatest amount of damage and injury. As a recent example, over 99 percent of the damage caused by the 1987 Whittier Narrows earthquake was attributed to ground shaking effects. In a small percentage of earthquakes, ground rupture is responsible for a major amount of damage.

Slope Instability/Landslides: The area encompassed by the City of Lakewood is relatively flat. Consequently, slope instability and landslides are not considered hazards.

Liquefaction and Differential Compaction: During an earthquake, the resulting ground shaking could compact loose deposits of cohesionless soils. If the soils are saturated, the compaction process could result in an increase in the pore water pressure in the soil. With the increased pore pressure, the water within the soil could tend to flow which may turn the soil deposit into "quicksand" due to loss of shear strength. Flow to the ground surface may be manifested by ground cracking and lurching. Lurching is inelastic deformation of the ground surface due to a loss of strength in underlying strata.

Where soil thickness is variable or where the subsoil conditions are erratic, differential compaction of soil layers may occur resulting in differential settlement of the ground surface. The results of laboratory tests and investigations of liquefaction sites indicate that uniformly graded (i.e., predominately one size such as beach sand) materials are more susceptible to liquefaction than well-graded materials. For uniformly graded soils, fine sands tend to liquefy more easily than do coarse sands, gravelly soils, silts, or clays.

In addition, loose shallow soil deposits could tend to liquefy more readily than denser deposits. It should be noted, intensity and duration of ground shaking plays an important role in liquefaction.

The longer the duration of strong shaking, the more likely liquefaction may occur. Since the intensity and duration of ground shaking are somewhat proportional to the earthquake magnitude, liquefaction is more likely for moderate to strong earthquakes. Finally, the deeper the water table, the lower the liquefaction potential.

In December, 1990, the County of Los Angeles produced an interpretive map describing the various levels of liquefaction potential and where liquefaction might possibly occur in the County. Preceding Figure IV.H.2 represents those areas in the City that have been identified as having liquefaction potential. There are two "zones" where liquefaction may occur; Liquefiable areas (indicated by a "L") and Potentially Liquefiable areas (indicated by a "PL"). Liquefaction is more likely to occur in the "L" zone than in the "PL" zone. Those areas of the City where it is unlikely for liquefaction to occur do not have their own designation on the map.

Seiches

A seiche (pronounced "saysh") is a standing wave. Seiches are stationary oscillations of enclosed or partly enclosed bodies of liquid caused by landslides, sudden changes in wind pressure, tidal effects, or earthquakes. A seiche could occur in an oil tank as well as a water reservoir. Lakewood has numerous private and public swimming pools, sub-surface reservoirs, water and oil tanks, and a small lake that may be sensitive to earthquake-induced seiching. According to the 1975 Lakewood Seismic Safety Element, during a moderate (4.5) or greater earthquake, the potential for seiche damage to Lakewood structures is very likely. In particular, the underground reservoir (Plant 22) located at the intersection of Candlewood and Downey is one such structure susceptible to damage as a result of a moderate (4.5) seismic event.

The reservoir measures 160 feet by 140 feet and is 15 feet deep; there is a 1.5-foot slope toward the west. The water surface is about level with the ground and capped with a roof of reinforced concrete. The protective parapet is about 2.5 feet high; the reservoir capacity is 2.5 million gallons. A 2.5-foot wave generated in this reservoir could break the roof during a moderate (4.5) or stronger seismic event.

Other seiche problem areas include swimming pools and Bouton Lake. Hazards associated with these bodies of water are much less severe than for the Plant 22 site. According to the 1975 Lakewood Seismic Safety Element, the potential seiche hazards to Lakewood from an earthquake shaking from a Newport-Inglewood earthquake of magnitude 6.5 would be:

Major potential hazards:

- Underground reservoir and plant 22 southwest Downey and Candlewood Avenues
- City of Lakewood water tanks at Palo Verde Avenue and Arbor Road.

Minor potential hazards:

- Public swimming pools (Simon Bolivar, Mayfair Parks, etc.)
- Private swimming pools
- Bouton Lake

Dam Failure

Figure IV.H.5 is the Lakewood Inundation Map. According to the U.S. Army Corps of Engineers, the northwest corner of the City could be inundated should Hansen Dam fail during an earthquake and the Los Angeles River is subsequently flooded. Preliminary information pertaining to flooding resulting from failure of the Whittier-Narrows Dam indicates flooding of two to four feet throughout most of the City.

Seismic Design

New construction is designed for lateral forces imposed on structures by earthquakes or wind. Minimum design forces required by the Uniform Building Code have been determined based on historical measurement of the forces and the ability of different types of structures to withstand the forces. Structural systems are then designed based on the strength and other properties of the materials used for construction. The City of Lakewood reviews all construction for compliance with the Uniform Building Code. Large or unusual structures are required to be designed by licensed civil or structural engineers.

Earthquake Preparedness

The City of Lakewood has taken ambitious steps to prepare for a disastrous earthquake and its aftermath.

The City's Disaster Plan is designed to coordinate emergency response and relief services from county, state, federal, and volunteer agencies. In the event of an earthquake or other catastrophe, the City's first efforts will be maintenance of an adequate water supply for fire fighting and public health.

The City has emergency auxiliary water pumping capacity and reserve wells in the event the Water Department's 11.3 million gallons of stored water is lost.

All City service vehicles are equipped with two-way radios, and the three Sky Knight Helicopter patrol units would provide serial observation for disaster teams. The City's Disaster Plan calls

for coordination of Fire Department units, the Sheriff's Department disaster teams, Red Cross relief efforts, and local, state, and federal agencies.

Noted publications in the area of seismic safety include:

How to Survive a Lakewood Earthquake, A Guide and Handbook for Home and Family Preparedness, by the City of Lakewood;

Planning Scenario For a Major Earthquake on the Newport-Inglewood Fault Zone, by the California Department of Conservation, Division of Mines and Geology, 1988.

Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective, U.S. geological Survey Professional Paper, 1360, United States Printing Office, Washington, 1985.

In addition, the City of Lakewood observes May of each year as "Earthquake Preparedness Month." During this time, various safety-related seminars, presentations, and information are available throughout the City. The City of Lakewood also offers "Earthquake Preparedness" classes as part of its Community Services schedule of classes.

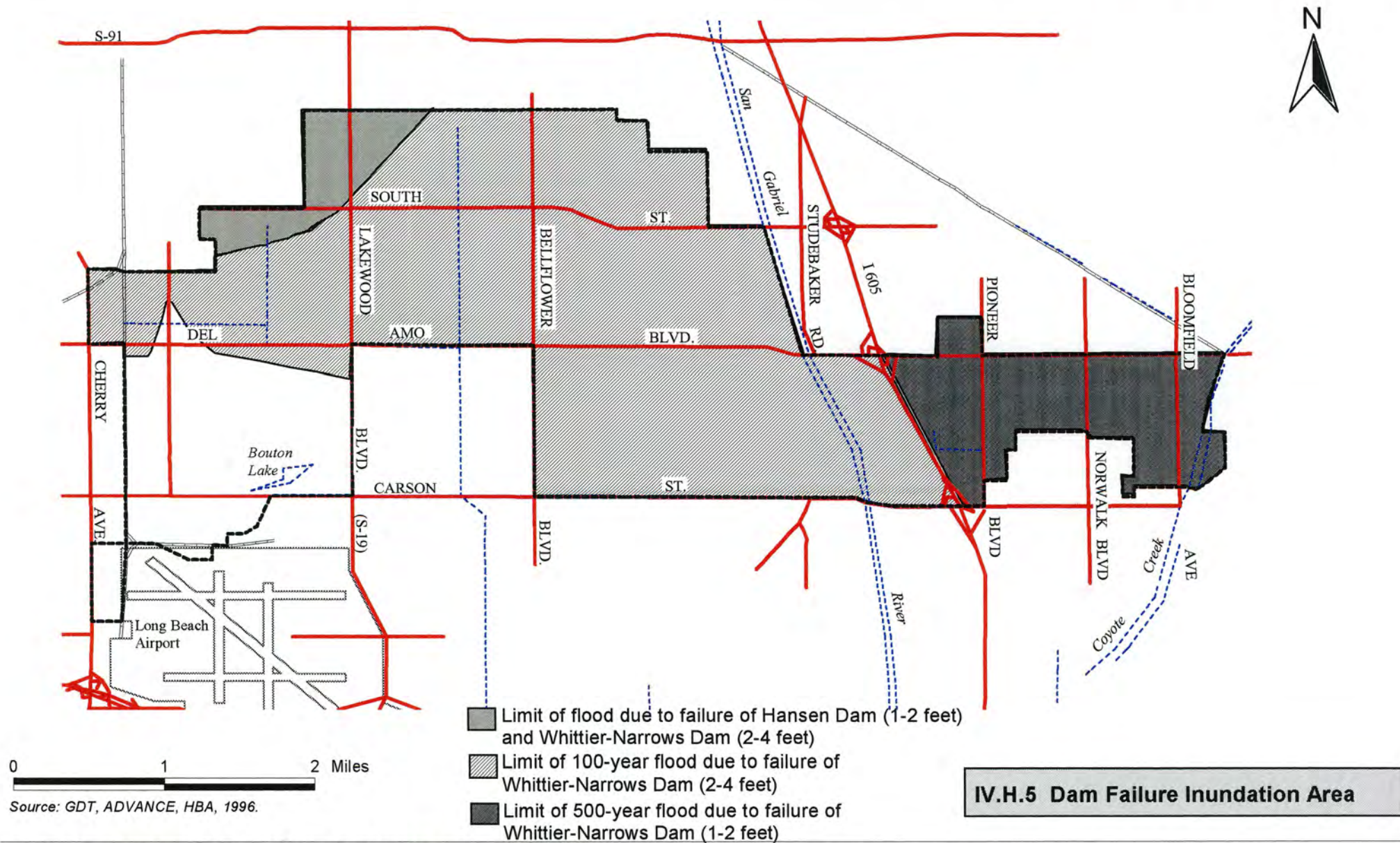
b. Flooding

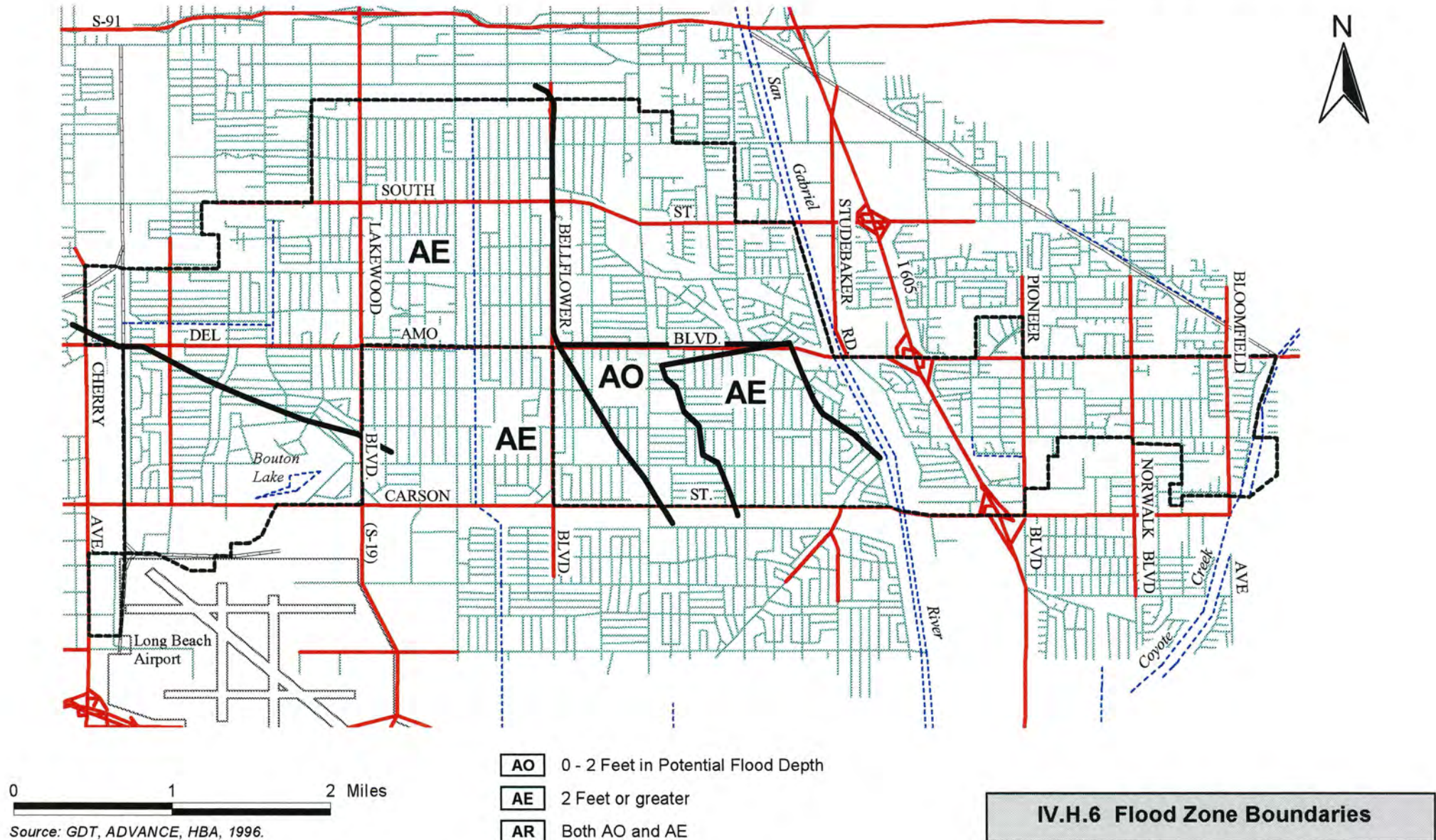
The City of Lakewood, located in the Los Angeles Basin, is surrounded by the Santa Monica Mountains, the San Gabriel Mountains, and the Santa Ana Mountains, as well as the Pacific Ocean. The Lakewood area is locally drained by the fully- channelized San Gabriel River, Los Angeles River, and Coyote Creek. The general terrain of the City is relatively flat with a grade variance of approximately ten (10) feet.

Prior to 1992, the City of Lakewood was officially designated by the Federal Insurance Administration (FIA) as a "Zone C" community, or a city of minimal flood hazard. However, as a result of a 1987 Army Corps of Engineers study (the "Los Angeles County Drainage Area [LACDA] Study"), it was determined that 21 miles of the Los Angeles/Rio Hondo River channels were insufficient to offer protection against a 100-year flood. A 100-year flood is a major flood which has a one percent chance of happening during any year in a century. Federal law requires areas susceptible to a 100-year flood to have channels, bridges, and other safeguards to contain such an event.

In particular, the Study found that 47 percent of Lakewood's land area could be impacted by floodwaters resulting from a breakdown of the Los Angeles River during a 100-year storm. The remaining area of the City, which has not been designated as flood prone, is identified as a "Zone C" under FIA standards. Figure IV.H.6 displays draft flood zone boundaries for the City of Lakewood as proposed by the Corps of Engineer's study.

The LACDA Study proposes 328 million dollars worth of improvements to the Los Angeles and Rio Hondo Rivers to mitigate identified flooding problems. In addition, new federal Flood Insurance Rate Maps (FIRM) will be prepared for Lakewood, along with a requirement that owners of designated flood-prone properties purchase flood insurance. Another result of the new FIRM's would include the institution of new building code criteria and restrictions for flood-prone properties.





During the latter part of 1991, cities in southeast Los Angeles County, concerned about the economic impact of the mandatory flood plain management regulations, formed the "LACDA Alliance." Cities in the Alliance include: Lakewood, Downey, Paramount, Pico Rivera, Bellflower, Carson, and Long Beach. The Alliance has worked jointly to obtain Congressional support for both the construction of Los Angeles and Rio Hondo Rivers improvements and relief from the FIRM requirements. The final outcome of the LACDA alliance efforts (e.g., revised Flood Insurance Rate Maps (FIRM), and new flood zone rules) is expected in 1995.

The LACDA Alliance's efforts thus far, have resulted in the establishment of an interim rule in October, 1994 to accompany and govern implementation of a new flood zone called Zone AR which will apply only to existing urbanized areas such as the LACDA area. This interim rule is a precursor to and will be replaced by a final rule just prior to the release of the "proof" flood insurance rate maps which are due before the end of 1995.

The final rule for the Zone AR is anticipated to greatly modify existing regulations that would have virtually brought room additions to homes located in the flood zone to a halt, because of floor elevation requirements. In addition, the final rule will provide for a discounted rate on flood insurance. According to the interim rule for Zone AR, room additions to existing homes are now permitted to maintain existing first floor elevations instead of having to raise them to be a foot above the base flood elevation, which in some cases would be two to four feet above the existing first floor elevations. The aforementioned interim rule also allows homeowners in the flood zone to purchase flood insurance for nearly half the normal cost, provided the insurance is purchased before the final maps are published by FEMA. Most likely, the final rule for Zone AR will be a slightly modified version of the interim rule.

In the case of LACDA, the new Zone AR and accompanying rule establishes a grace period of ten (10) years in which to make necessary improvements to the LACDA flood control system to eliminate the potential 100 year flood hazard. The Zone AR thereby acts as a temporary overlay flood zone for potential flood hazard areas which ordinarily would receive an AE or AO flood zone designation but because the area is urbanized it qualifies for the temporary AR flood zone designation. If the required flood control improvements are not completed within the ten (10) year grace period the Zone AR is removed and the underlying flood zones of AE and/or AO take effect along with the more restrictive rules that govern those zones.

The LACDA improvement project is currently the subject of a Draft Master Environmental Impact Report (MEIR). The project is anticipated to take approximately five years to complete. Project improvements include: raising the access roads adjacent to the levees by up to four feet; constructing parapet walls along the tops of existing flood control channel levees; modifying traffic, railroad, utility, and pedestrian bridges; armoring the backside of the levees along some portions; widening the flood control channel at the confluence of the Rio Hondo Channel and the Los Angeles River; and, overlaying some existing grouted stone channel sides with concrete. The MEIR and authorization to construct the project is due to go to the Board of Supervisors in early 1995 with construction to begin before the end of the year. However, problems such as a failure to obtain federal funding or local opposition to the project could cause delays in project implementation

Localized Drainage Problems

Two locations within the City of Lakewood have localized drainage problems. These locations are as follows:

East side of the San Gabriel River: Due to inadequate on-site building pad elevations, certain privately-owned parcels in the vicinity of 207th Street and Seine Avenue have

experienced repeated flooding during winter rainstorms. The majority of these parcels contain on-site substandard development, which, when upgraded in the future, will be required to have raised building pads.

Cherry Cove Area: The Cherry Cove residential area, located westerly of Cherry Avenue and southerly of Candlewood Street, has experienced drainage problems over the years. Cherry Cove Park, which was built as part of the Cherry Cove residential area, was designed to serve as a public park and flood detention basin for the area. However, during winter rain storms unanticipated surface water runoff from Long Beach parcels located south of Del Amo Boulevard have over-taxed the Cherry Cove flood detention basin's ability to detain storm waters. The result has been ponding along streets and some overflow drainage onto private residential properties in the Cherry Cove residential area. Implementation of the Los Angeles County Flood Control Project 130 Relief System (recently approved by the City of Lakewood) is expected to provide an overall drainage solution for the Cherry Cove residential area and the affected City of Long Beach parcels.

Lakewood is covered almost completely with impervious surfaces and runoff flows are not likely to increase with further development. The City's present storm drain system functions well; however, as mentioned, improvements are possible which would alleviate identified drainage problem areas.

c. Other Risks

Wildland and Urban Fires: While many undeveloped areas of California are subject to the threat of wildfires, the type of vegetation found in Lakewood indicates that there is no threat of a major brushfire occurring. Lakewood, however, is in an urbanized area and there is a danger from other types of fires. Land uses range from residential to commercial to industrial. The Los Angeles County Fire Department reported the following year end totals for 1994 for all responses in the City of Lakewood:

Structural fires:	
Brush and grass fires with zero acres lost	19
Vehicle fires	56
Other fires	53
Hazardous materials incidents	98
EMS responses	2,697
<u>Miscellaneous incidents</u>	<u>1,105</u>
Total responses	3,978
 Average Total Monthly Responses	 332
 Total Property Losses Due to Fire	 \$574,100

Utility Failure Hazards: Lakewood is traversed by a network of overhead and underground utility lines. These lines supply water, electricity, natural gas, telephone communications, cable television, and sanitary sewers throughout the City. All of these utility lines, and their associated pumps, substations, and valves are susceptible to damage and disruption from an earthquake. The following information summarizes the major components of Lakewood's utility network and the hazards they could potentially present during an earthquake or other disaster.

Water Infrastructure: Most water lines within Lakewood are not in close proximity to

any known earthquake fault. However, during an earthquake there may be damage to these lines. Water lines anywhere within Lakewood are subject to possible failure induced by earthquake shaking. Damage to the water network will result in the loss of water to some homes and businesses. This loss will not only cut off the drinking water, it will also preclude operation of the sanitary facilities of the impacted buildings. Also, loss of water within an area of the City would hamper the Fire Department in fighting any fires which may occur in the affected area.

Natural Gas: Gas lines can fail due to earthquake shaking. Any gas line failure can result in the release of natural gas into the atmosphere. It is also possible for this gas to be trapped and concentrated in pockets, e.g., within a house or in the service tunnel under the Lakewood Center Mall. Leaking natural gas with loss of water could present an extremely dangerous situation.

Sanitary Sewers: None of Lakewood's sanitary sewer lines cross the known location of the Los Alamitos Fault. However, as with the other utilities, if the fault actually extends further north than indicated, then the large Lakewood trunk sewer along Clark Avenue would cross the fault just south of Del Amo Boulevard, within the City of Long Beach. This fault extension would also cross a 20-inch (53-centimeter) sewer along Del Amo to the west of Clark. These two major sanitary sewer lines are particularly vulnerable to earthquake damage. However, no sewer lines within Lakewood are entirely free of earthquake vulnerability since ground shaking can result in line rupture or leakage at any point in the City.

Electrical Power Transmission: The City is traversed by a series of electrical distribution lines which could fail due to earthquake-induced ground shaking and resulting liquefaction. Although distribution lines are of relatively low voltage, downed electrical lines are hazards to human life and such a line in the vicinity of a ruptured or leaking natural gas line could trigger a fire or explosion. A failure in the electrical distribution system could result in a loss of power to water facilities and sewage pump stations. In addition to the City's electrical distribution network, Lakewood is also traversed, in several locations, by high voltage electrical power transmission lines.

Petroleum Pipelines: Several petroleum pipelines underlie the City of Lakewood. These lines carry oil, gasoline, and crude oil. Three particular problems exist. The first is the Shell Oil Company's 4-inch (10-centimeter) gasoline line which follows Bellflower Boulevard. This line crosses the Los Alamitos Fault north of Carson Street and is, therefore, particularly vulnerable to rupture. Such a rupture would present a severe hazard due to the leaking gasoline. The gasoline line also crosses an 8-inch (20-centimeter) natural gas line at Carson Street. Should either line rupture, the other line may also become damaged, resulting in a hazardous situation.

The second problem area is along Del Amo Boulevard. The Four Corners' 16-inch (40-centimeter) crude oil line parallels a 30-inch (76-centimeter) high pressure natural gas line along Del Amo from the Union Pacific Railroad right-of-way to the eastern edge of the City. A rupture and explosion along Del Amo could result in a hazardous situation.

The third problem area is located in the far western area of the City along Cherry Avenue and the Union Pacific Railroad right-of-way. Ten pipelines of various sizes follow Cherry Avenue, and up to six lines parallel the railroad. Oil, fuel oil, gasoline, and crude oil are carried in these 16 pipelines. The volume of petroleum products carried in these pipelines presents possibilities for fires and/or explosions should an earthquake occur, rupturing these lines. Atlantic-Richfield has an 8-inch (20-centimeter) oil line and

a 4-inch (10-centimeter) gasoline line following Lakewood Boulevard for the width of the City. These pipelines pass near the Lakewood Center Mall and Lakewood Square. Rupture of, or leakage from, these lines could result in a hazardous situation requiring an evacuation.

d. Evacuation Routes

Figure IV.H.7 indicates evacuation routes in the City of Lakewood. Evacuation routes include major and secondary arterial roadways and the I-605 freeway. The map also shows potential hazards and barricades that could potentially become an issue should a problem arise. These hazards and barricades include bridges, high voltage transmission lines and underground pipelines. Parks, schools, churches, hospitals and City Hall are also shown in this figure. These facilities would play an important role in the event of earthquake or other emergency. These locations would serve as shelters and gathering places where families could rendezvous. Lakewood City Hall would serve as an Emergency Operations Center (EOC).

e. Peak Load Water Supply

The water lines within the City of Lakewood Water Resources' service area range in size from 4 inches to 27 inches in diameter. The majority of the water system is upgraded to meet current fire flow standards. There are some residential areas of the City, however, that are served by 4-inch steel water lines that fail to meet required fire flow standards by a few hundred gallons per minute. By the year 2000, new and upgraded water lines will be installed to correct the water flow problems at these locations. The City is in the process of replacing the remaining 28,400 linear feet of 4-inch and 8-inch steel mains. Lakewood also plans to replace existing undersized cast iron mains throughout its service areas. The City has approximately 11 million gallons of water storage capacity which provides some reserve for peak use and fire flows, in addition to connections with other water agencies. The fire flow requirements are shown in Table IV.H.1.

f. Clearances Around Structures

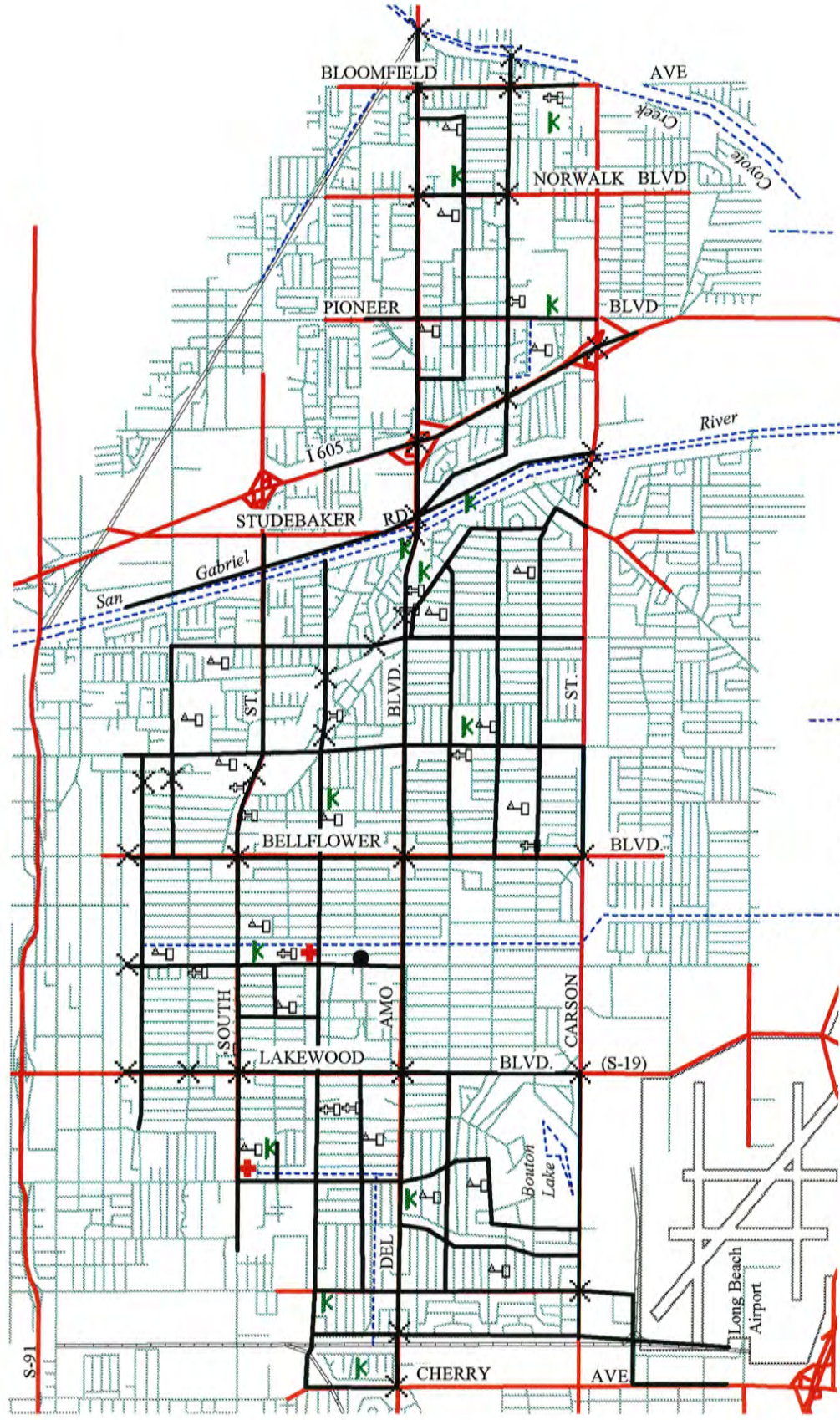
Table IV.H.2 indicates required clearances around structures in Lakewood, by zone. For single-family residential zones, the front, side and rear yard setbacks provide adequate clearances for maintaining light and ventilation. In the event of a fire, the setbacks also help control the fire from spreading from one structure to another. Commercial and industrial setbacks, while less than residential setbacks, offers protection from fire, due to building materials and conformance to building codes.

g. Minimum Road Widths

Table IV.B.1, "Arterial Classification and Right-of-Way Standards", indicates the standard widths for arterial streets in the City of Lakewood. For more detailed information on Lakewood's street standards and classifications, please refer to Section IV.B of this Draft Master EIR.

h. Hazardous Waste Management

In 1990, the City of Lakewood incorporated, by reference, the Los Angeles County Hazardous Waste Management Plan into the Safety Element of the General Plan. The Hazardous Waste Management Plan addresses the storage and transportation of hazardous materials. Faced with the problem of how to store and transport hazardous waste, local governments must implement



Evacuation Centers

- Church
- City Hall
- Hospital
- Park
- School

Evacuation Route
Potential Hazard Barrier

0 1 2 Miles

Source: GDT, ADVANCE, HBA, 1996.

IV.H.7 Evacuation Routes

and utilize management programs that the local public health, the environment and their economies. In order to be effective, these programs must address all sources of hazardous waste, ranging from household wastes to industrial wastes. The most effective approach to hazardous waste management is; reduction at the source, recycling of on-site and off-site generated waste; and management of untreatable waste in residuals, repositories, storage facilities, and transfer stations.

Table IV.H.1: Fire Flow Requirements

Land Use	Fire Flow Required (GPM*)	Time**	Fire Hydrant Spacing
Single-Family Residential	1,000 - 1,250	2 - 4 hrs.	660 ft.
Multi-Family Residential	1,500 - 5,000	6 - 10 hrs.	300 ft.
Mobile Home Parks	500 - 1,500	4 - 6 hrs.	330 - 1,000 ft.
Commercial and Industrial	2,000 - 5,000	8 - 10 hrs.	300 ft.
Public Schools	2,000 - 3,000	8 - 10 hrs.	330 ft.

* Gallons Per Minute

** Duration requirement of flow

Source: Section 7451.5, "Fire Flow Requirements", City of Lakewood Municipal Code, December 1991.

Table IV.H.2: Building Clearance Requirements (1)

Zone	Front Yard	Side Yard	Rear Yard	Lot Coverage	Floor Area Ratio	Location of Buildings
R-1	20 ft.	5 ft.	10 ft.* plus 750 sq.ft..	45%	55%	
R-A	20 ft.	5 ft.	10 ft.* plus 750 sq.ft..	45%	55%	
MFR*	20 ft. plus	5 ft. plus	10 ft. plus			
A	20 ft.	5 ft.	10 ft.* plus 750 sq. ft.			
C-1	20 ft.**	None	20 ft.**			
C-3	**	None	**			
C-4	**	None	**			
M-1	**	None	**			50 ft. from R-zoned property
M-2	**	None	**			

Source: City of Lakewood Zoning Ordinance, June 1991.

(1) Building Code (UBC) requirements, pertaining to setbacks and type of construction, can be more restrictive than zoning requirements.

* Yard setbacks depend on height of building.

** Front and rear yards are required to be 20 feet when abutting R-zoned property.

i. Safety Issues:

Some of the safety issues in the City of Lakewood include the following:

- The City of Lakewood is likely to experience a strong earthquake which will could be many times stronger than the recent Whittier, Big Bear and Northridge earthquakes. Since an earthquake can occur at any time, the community must be prepared to respond to such an event.
- Lakewood is committed to maintaining a safe environment and the Lakewood's proactive law enforcement programs have contributed significantly toward the low crime rate.
- Fire safety is always a consideration in Lakewood and the maintenance of existing fire department service levels is a Citywide goal.

Structure Hazards (Unreinforced Masonry Buildings): An evaluation of major structures in the City of Lakewood indicates that there are no unreinforced masonry buildings or any building which might be deemed hazardous in terms of earthquake shaking. There are, however, several pre-1933 wood frame farm-style buildings existing in east Lakewood. As noted earlier, almost any structure will collapse if subjected to lateral accelerations of 0.44g or more.

IV.H.2: Significance Criteria

The proposed General Plan update and subsequent projects to implement the General Plan will be considered to have significant impacts, under the following conditions:

- Unstable earth conditions.
- The destruction, modification or covering of a unique geologic or physical feature.
- Wind or water-associated erosion that results in substantial increased unstable soils and/or substantial increased siltation of downstream water courses.
- Substantial exposure of people or property to geologic hazards such as earthquakes, landslides, mud slides, ground failure, or similar hazards.
- Any residential development or public building (including police/sheriff station, fire station, hospital or medical facility, school, library, city and/or county and/or state office, or other public facility) located within an Alquist-Priolo Special Studies Zone or within a known active fault zone.
- Any project structure located on soils substrate consisting of material that is subject to liquefaction or other secondary seismic hazards in the event of ground shaking.

IV.H.3: Environmental Impacts

The proposed General Plan update features a new land use plan for the City of which increases the amount of development throughout the City. Development according to this General Plan

will impact, and be impacted by, the geology of the area.

a. Faulting, Seismicity and Surface Rupture

Surface rupture poses the most difficult seismic problem from an engineering standpoint, because it is economically impractical to design a foundation and structure to withstand the displacements of even fractions of a foot. Such offsets of the underlying strata can cause displacement in the foundation, causing buildings to crack and split and causing utility lines to break. From both economic and safety standpoints, it is best to avoid areas of high fault rupture potential.

Recent data indicate that a number of local and regional faults should be considered active. In recognition of the fact that not all fault splays within the region may be determined to be "active" under the state's criteria, individual fault splays should be investigated in detail on a site-by-site basis. Structures should not be sited astride known active fault traces. Buildings that are currently astride known active fault traces may be subject to future distress if ground surface displacement occurs along the fault zone. Movement along known fault splays could be vertical, horizontal, or oblique.

Potentially active faults are generally faults which have been poorly or inadequately studied, but which appear to have had activity in the last 1.6 million years. As such, their recurrence rates may be tens of thousands of years long, but they are still capable of producing moderate to large earthquakes within the design life of many critical or long-lifetime structures. Faults which do not show evidence of displacement within the Quaternary time are considered inactive and unlikely to produce moderate to large earthquakes or surface displacements within the design lifetime of man-made structures.

The following are guidelines for interpreting and classifying the activity/inactivity of faults for planning purposes:

■ Active Faults

- The fault is within an area zoned as an Alquist-Priolo Earthquake Fault Zone (APEFZ).
- The fault is suspected (or proven) to displace Holocene age alluvium.
- A fault segment lies interposed between two APEFZ faults, adjoins and appears to extend an APSSZ, or a distinct fault segment includes an APEFZ.
- The fault is not well studied, but is covered by one of the above criteria.

■ Potentially Active Faults

- Proven or probable late Quaternary (10,000 to 1.6 million years ago) movement.
- Potentially active faults require special studies, but not setbacks.

The Alquist-Priolo Earthquake Fault Zoning Act of 1973 (Public Resources Code Section 2621 et seq.) represents the current state-mandated approach to controlling development in active fault zones. Essentially, the Act contains two requirements: (1) it prohibits the location of structures for "human occupancy" across the trace of active faults; and (2) it establishes

special studies zones. The Alquist-Priolo Act fault zones are delineated and defined by the State Geologists, and within assigned zones, cities and counties must establish special procedures for reviewing applications for new building permits. Under the jurisdiction of the General Plan, the City of Lakewood will implement the Alquist-Priolo Earthquake Fault Zoning Act by applying all restrictions and investigation requirements mandated by the state under the act on properties crossed by or adjacent to the Los Alamitos Fault within state-designated Earthquake Fault Zones which became effective June 1, 1995. For development on properties outside the state-designated Earthquake Fault Zones, the City's policy, which is consistent with the Los Angeles County Seismic Safety Element, is to treat known mapped fault splays as active for planning purposes, unless determined otherwise through detailed geologic and seismic investigations on a site-by-site basis.

As the City is within a seismically active region, the risk to the residents of Lakewood due to earthquakes is considered significant and is unavoidable as earthquakes are an unavoidable natural phenomena. Implementation of the General Plan would neither prevent nor cause the occurrence of an earthquake. The General Plan includes a plan for the location, type, and density of new development. Buildout of the General Plan will result in a greater number of people and structures at risk. However, the General Plan Land Use Element has identified areas of concern, and in conjunction with the Safety Element, development in areas of highest risk is limited. Specifically, the potential areas of future growth in the City are those areas that have the lowest potential for seismic-induced liquefaction risks. Additionally, the Safety Element contains policies which are intended to mitigate impacts of an earthquake on structures and ensure the City's preparation and adequate response in the aftermath of such an event. Thus, the implementation of the General Plan while unable to control the occurrence of an earthquake, could reduce the impacts of a seismic event on the community to the extent possible.

b. Ground Shaking

The City of Lakewood is located in the high seismic risk areas of Southern California, and it is exposed to the potential for future significant ground shaking as the result of major earthquakes that could be generated along many active faults regionally, but in particular as the result of major earthquakes along the Newport-Inglewood, Los Alamitos and other regional faults.

Following are the general conclusions and impacts to Lakewood from anticipated local and regional earthquakes.

- A Richter magnitude Maximum Probable Earthquake (MPE) of 6.7, centered on the Newport-Inglewood or Los Alamitos faults, would subject Lakewood and the surrounding area to ground shaking intensities of Modified Mercalli Intensity of VIII to IX. The MPE event would be the general design earthquake event for the Lakewood area and would be similar to the 1971 San Fernando earthquake and the 1994 Northridge earthquake.
- A Maximum Credible Earthquake (MCE) of 7.5, being the worst case earthquake along the Inglewood-Newport and Los Alamitos faults, would subject the City to ground shaking of Modified Mercalli Intensities in excess of IX. The MCE is the event to which critical structures, such as hospitals, or critical public facilities, and highway bridges, should be designed.
- Buildings designed and constructed prior to the design and building code changes that resulted from the 1971 San Fernando earthquake, would be at risk of failure or major damage during the MPE = 6.7 on the Newport-Inglewood or Los

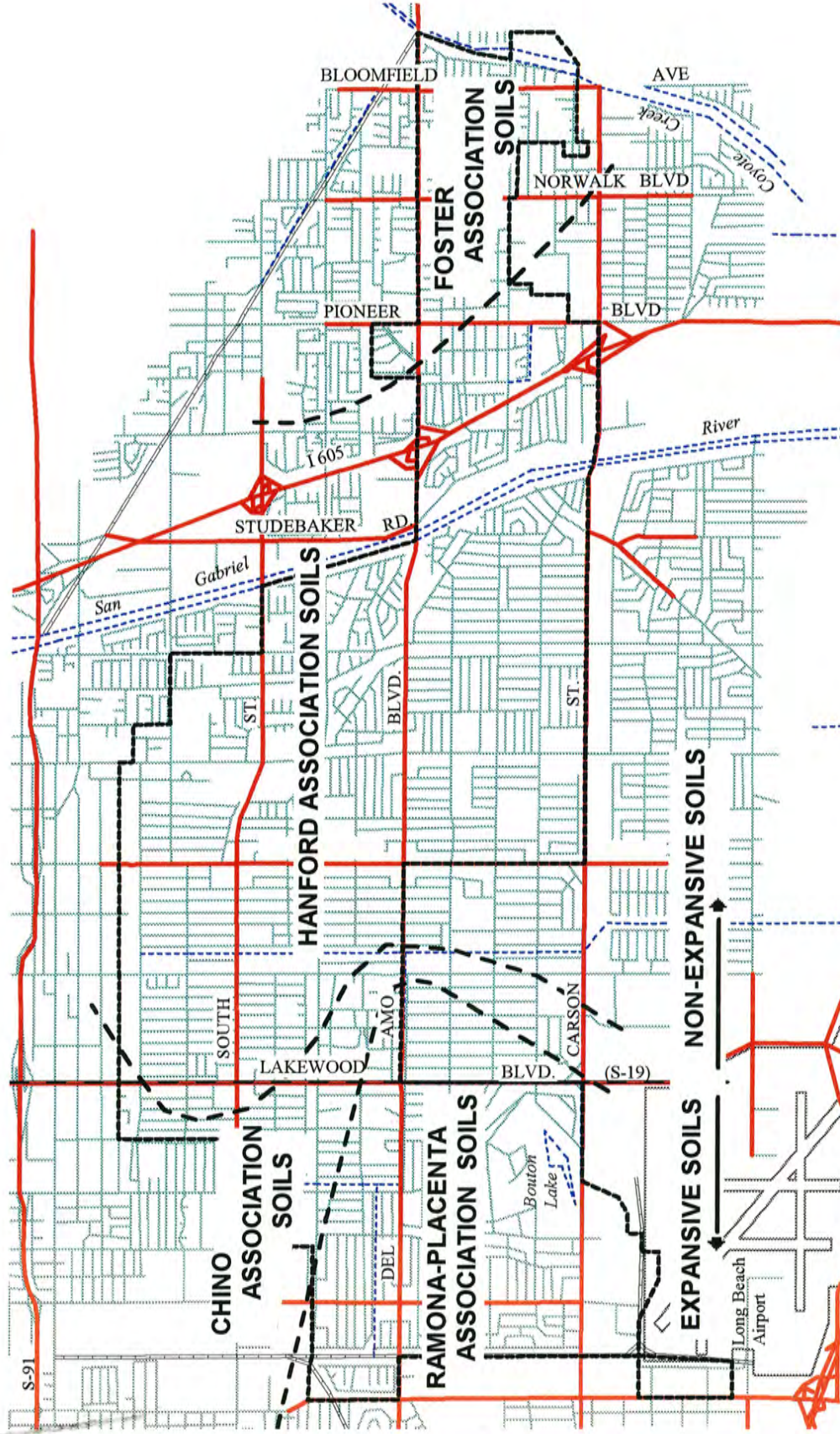
Alamitos faults.

- A local earthquake event on the Inglewood-Newport or Los Alamitos faults may significantly damage lifeline electrical, water, gas, transportation, communications, and fuel storage and distribution. Most of these services could be expected to be disrupted for many days, while some may be disrupted for weeks.
- *Electrical Power* — Transmission lines, elevated transformers, substation relays, circuit breakers and other equipment are extremely vulnerable to strong earthquake shaking. Moderate to large local earthquakes and large, regional earthquakes are likely to knock out electrical power in the Lakewood area. Furthermore, widespread rock falls and landslides from local or distant strong earthquakes would also down elevated power lines or possibly break buried transmission lines. Again, the utility crossings at bridges are especially vulnerable to damage because of their exposure to the differential movements of both ground, and bridge, during strong shaking.
- *Telephone and Communications* — Utility lines are vulnerable to strong shaking and ground failures as are the electrical power systems. These systems should be equipped with emergency back-up generators and batteries because they are most crucial for emergency response communications following any natural disaster. It is vital that these backup systems are suitably braced for earthquake resistance, as the racks of heavy batteries at numerous telephone centers have been prone to collapse and failure during strong shaking. Likewise, as for water and natural gas systems, the connections between fuel lines to generators, electrical connections, etc., are vulnerable to differential movement during strong shaking and therefore, may fail during an earthquake. These critical links must be tested and strengthened to withstand the shaking. Telephone systems are also susceptible to overload by heavy traffic following an earthquake from persons checking to see if friends or relatives "survived". The telephone companies have much experience in this area, and have developed emergency response plans to handle these situations. Telephone pole mounted utilities, particularly telephone and electrical, would be badly damaged by the local earthquake with loss of many poles, particularly those with transformers attached. These poles would probably break and fall over, disrupting service until replaced or rerouted.
- *Water Supply and Sewer* — Underground pipes in water and sewer systems are most vulnerable to ground failure hazards. In the steeper hills, such lifeline systems are susceptible to disruption by slope failures. In the flat-lands, liquefaction related ground failures tend to break or separate pipes at joints. Extreme shaking, such as along ridgecrests, may also lead to greater incidence of underground pipe failures. Furthermore, connections between pipes and storage tanks or other pipes are notoriously vulnerable to separation or breakage during strong shaking (e.g., many breaks at Landers and Yucca Valley resulted from separations and breakage at the connections to the large storage tanks. Storage tanks are also vulnerable to the "elephant's foot" type of failure, where strong shaking, and sloshing (like seiche) of the contents leads to buckling of the tank walls near the base, with leaks developing at welds or joints. Failure of the principal storage tanks may lead to loss of contents and absence of water for the City of Lakewood following a severe local earthquake. Furthermore, multiple leaks in the distribution system could lead to loss of pressure for fire-

suppression, which might lead to conflagration if excessive dry brush were to be ignited by fallen power lines or ruptured natural gas mains during the dry season, especially if Santa Ana wind conditions were occurring. Rupture of water mains, if located adjacent to sewer lines that also develop leaks may lead to contamination of the water supply. Loss of the water supply could have severe consequences—besides the fire fighting requirements, blockage of major roadways into the area could make availability of potable water drastically reduced.

- *Natural Gas and Petroleum Fuels* — Rupture of natural gas or petroleum distribution lines in the area could lead to explosion or fire hazards because of the likelihood of numerous downed electrical power lines during a strong earthquake shaking. As for water supply and sewer systems, underground pipes are especially vulnerable to ground failure hazards. In addition, many utility lines cross streams at bridges, which may be subject to collapse or separation due to differential ground movements. These are the most likely locations for failures of these utility lines, too.
- *Transportation* — Undermining and collapse of roadways from liquefaction ground failures or differential settlements may close main access routes to the City. Furthermore, damage to bridge abutments and ramps may further isolate the area east of the San Gabriel River (I-605) Freeway. Roadway sections that contain artificial fill will suffer fill failures that will cause major disruption in highway travel. Considerable heavy equipment work can be anticipated to reestablish local roadways.
- Highway bridges along I-605 that have not been seismically retrofitted by Caltrans may be damaged significantly, or may fail entirely, by a major quake on the local fault system.
- Damage to underground fuel storage facilities and associated piping is likely to cause spillage of hydrocarbons into the surrounding soils and water tables. Damage to the underground piping and storage at local service stations would quickly add gasoline to the water table.
- Failure of reservoirs not designed for high seismic loading may significantly curb attempts to reestablish water supply following a major quake.
- Ground lurching (when softer ground with high groundwater table gets sharply shaken and leaves ground cracking) is most probable in areas of deep alluvium and would be most likely in the portion of the City west of Lakewood Boulevard, the portion of the City that has expansive soils, such as Ramona-Placenta Association Soils and Chino Association Soils (see Figure IV.H.8).

As previously indicated, a major earthquake in or near the City of Lakewood would have a significant adverse impact on the City. Buildout of the General Plan would increase the number of people and structures exposed to the impacts of such an event. The General Plan does contain policies which are intended to reduce impacts to future developments and increase emergency response to the City in general. The General Plan contains policies which prevent development in areas of maximum risk through strict development standards, thereby reducing risks to new development; and requires new development to be seismically safe. Specifically, these policies include requirements that soils, geologic and structural evaluation reports with appropriate mitigation measures be prepared by registered soils engineers, engineering



- City of Lakewood
- Major Road or Highway
- Water Feature
- Railroad
- Detailed Street



Source: GDT, ADVANCE, HBA, 1996.

IV.H.8 Soil Types

geologists, and/or structural engineers for individual projects. Additionally, the General Plan contains policies which establish emergency preparedness and response procedures and systems. Thus, while exposure to seismic events remains significant, the implementation of the General Plan does address the prevention of significant damage to the extent possible and does address the City's response in such a situation.

c. Liquefaction

Another seismic risk related hazard is liquefaction. Liquefaction is the sudden and temporary transformation of loose, water saturated soil to a liquid mass when subjected to shock or stress. Liquefaction is a potential hazard if the groundwater table lies within 30 feet of the surface and the earth material is granular and unconsolidated. Liquefaction can be expected and will cause foundation damage to inadequately designed buildings.

Foundation damage from liquefaction ground failures such as lateral spreading or differential settlement are the most typical effects of liquefaction on structures. Bridge abutments and causeways are particularly vulnerable because they are directly situated in the stream channels where the most liquefiable materials, loose, well-sorted, water-saturated soils, are located. The abutments may collapse, in whole or in part, rendering the bridge impassable. In some extreme cases, as observed during the 1989 Loma Prieta earthquake, the bridge spans may separate from the supports and collapse, sometimes being punctured by intermediate support piers.

Flooding damage also occurs from liquefaction in strong earthquakes. The sand boils may persist for hours following the earthquake, flooding the surrounding low-lying areas with thousands of gallons of sandy/silty water. Important structures containing materials vulnerable to water damage should have these materials stored well off the floor if located in liquefaction-prone areas. In addition, electrical wiring or sensitive electronic equipment, such as radio-communication, telephone, or computers, should be protected from flooding damage in such areas. Since the high liquefaction areas are located in flood plains, the same precautions should be made for riverain or flash flood hazards. Of course, no one can predict when an earthquake will strike whereas meteorologists can at least warn of flash flooding.

The implementation of the land use policy of the General Plan would expose the additional residents and businesses of Lakewood to significant risk from seismic hazards. However, the Safety and Circulation Elements contain policies which are intended to minimize impacts on existing and future development within the City caused by environmental hazards. Development standards implemented by the General Plan would ensure that structures are adequately designed which may prevent or reduce impacts from liquefaction. Additionally, the emergency response and preparedness policies contained within the Plan are designed to try to provide response to those areas which are at risk for isolation due to collapse of bridges and other hazards. As with other seismic damage, the risk of liquefaction would neither be increased or reduced by the implementation of the General Plan and upon buildout more people would be at risk; but the implementation of the General Plan would reduce some impacts.

d. Soils

The Land Use Plan designates the City for continued urban development similar to the pattern of land use that has occurred for the past 50 years. The proposed General Plan will not result in alterations to existing soil conditions or further limit the availability of soils suitable for farming or other agricultural uses.

e. Soil Hazards

Soil Expansion: Each of the different geologic formations mapped in the Lakewood area consists of various units which may possess expansive soil potential. As addressed in the General Plan, foundations will be required to be designed to withstand possible soil expansion. Detailed investigations may be necessary for areas with moderate to high expansion potential, such as the area generally west of Lakewood Boulevard. Development, resulting from buildout of the General Plan, on expansive soils requires special grading and construction techniques. If not mitigated, expansive soil will have a significant impact on development. However, the General Plan contains several policies which are intended to prevent impacts due to development in areas of expansive soils.

Soil Erosion: Soils are susceptible to wind and water erosion where erodible soils are exposed during or after grading on steep slopes with inadequate vegetative cover, or where inadequate grading or drainage design occurs. Surface improvements such as paved roads, buildings and landscaping, in addition to properly designed drainage facilities, will decrease the potential erosion. Once covered, soil is no longer exposed to the elements. Since the City is almost entirely urbanized and will not be affected by additional development consistent with the General Plan update, there is no likelihood for an increase in the potential for soil erosion.

The following goals, policies, and implementation programs address safety in Lakewood.

Safety Goal 1: To protect the health, welfare and safety of the City's residents.

Policies:

- 1.1 Continue to establish and review standards and criteria to reduce the risks associated with urban life.
- 1.2 Reduce those hazards associated with all building types and uses.
- 1.3 Require that each new development be built incorporating the criteria of safety into the design.
- 1.4 Ensure that those uses which generate, store, process, or transport hazardous waste are sited in a manner such that residents, and accessory residential uses, including schools, parks, hospitals, and places of employment, are adequately protected from potential environmental impacts.
- 1.5 Storage, transfer, and recycling facilities should be located as close to the area of the waste generation as possible.
- 1.6 Ensure that City transportation routes, that are utilized by hazardous waste haulers, will not pose a threat to the safety of residents due to spills or accidents and are in conformance with Lakewood's "Multihazard Functional Plan for Emergency Operations."

Safety Goal 2: To provide fire protection to each area of the City.

Policies:

- 2.1 Continue to upgrade water lines throughout the City to ensure that they provide

adequate fire flows.

- 2.2 Continue to use the development review process to circulate proposed project plans to the fire department and other reviewing agencies for fire safety review, including building materials, access and circulation.

Safety Goal 3: Prepare for all types of emergency situations.

Policies:

- 3.1 Review and improve disaster preparedness and emergency response capabilities.
- 3.2 Support increased cooperation and coordination among various jurisdictions, as well as private and public agencies involved in public safety.
- 3.3 Support public education programs on fire protection, flood protection emergency preparedness and emergency procedures.
- 3.4 Continue to update the City's Multi-hazard Functional Plan For Emergency Operations every five years.

Safety Goal 4: Minimize personal and property damage from earthquakes.

Policies:

- 4.1 Require all new development and selected existing development to comply with established seismic safety standards.
- 4.2 Reduce the risk of flooding to persons and property in the City.

Safety Goal 5: Provide adequate police protection for all residents and businesses in Lakewood.

Policies:

- 5.1 Expand the neighborhood watch program.

Safety Goal 6: To protect the City's significant environmental resources, particularly water and air quality.

Policies:

- 6.1 Utilize siting criteria which guarantees that uses which generate, store, process, or haul hazardous waste will be adequately buffered from environmentally sensitive areas such as parks, natural waterways, and areas located in seismic safety zones.
- 6.2 Encourage and support innovative technology which pre-treats hazardous waste products prior to disposal.

Safety Goal 7: To ensure that the generation of hazardous waste is reduced, through elimination or recycling, to the maximum extent feasible.

Policies:

- 7.1 Adopt waste minimization as a first priority for hazardous waste management in Lakewood.
- 7.2 Provide information to residents and private industry about methods available to minimize, recycle, and treat hazardous waste.
- 7.3 Encourage and support programs and incentives that assist hazardous waste generators in reducing the volume of hazardous waste.

Safety Goal 8: To ensure there are adequate planning and zoning mechanisms that make the management of hazardous waste in the City safe, effective, and economical.

Policies:

- 8.1 Utilize the appropriate departments and agencies in reviewing business license applications.
- 8.2 Require a Conditional Use Permit for proposed uses permitted in the City's M-2 (Heavy Manufacturing) Zone, which generate, store, process, or transport substantial amounts of hazardous waste.
- 8.3 Maintain an updated inventory of businesses that handle, store, process and/or transport substantial amounts of hazardous waste.
- 8.4 Where appropriate, require existing businesses who handle, store, process, or transport substantial amounts of hazardous waste to come into compliance with zoning and planning requirements.

Safety Goal 9: To make hazardous waste management information widely available to the public and encourage public involvement and participation in the planning, siting, and permitting of hazardous waste management facilities.

Policies:

- 9.1 Establish and maintain a City resource center of information on management, recycling, treatment and innovative technologies dealing with hazardous waste.
- 9.2 Assist and refer citizens and industry to appropriate government agencies and publications dealing with the topic of hazardous waste management.
- 9.3 Provide for, and encourage public participation in the planning, siting and permitting of hazardous waste facilities.

Implementation Programs

Implementation programs are the tools directly used to carry out the General Plan. The number shown in *italics* following each implementation program indicates the policy (or policies) that is supported by that program.

- Program 1: Continue to identify and address potential safety issues and problems as they evolve. *(See policies 1.1, 1.2, 1.3, 1.4, 1.5 and 6.2.)*
- Program 2: Continue to utilize the Development Review Board to ensure that all hazards are reduced or eliminated for all building types and uses. *(See policies 1.1, 1.2, 1.3, 1.4, 1.5, 2.2, 6.1 and 9.3.)*
- Program 3: The City shall continue to require commercial vehicles of excess weight to traverse only State highways and designated, unrestricted streets. Travel on restricted streets shall be limited to points of destination or origin. *(See policy 1.6.)*
- Program 4: The Union Pacific and Southern Pacific railroads should be contacted to determine how often hazardous materials are transported in/near the City, and what emergency response procedures they have that address spills and other events involving hazardous materials. *(See policy 1.6.)*
- Program 5: The City shall continue to implement the upgrade of water lines, as indicated by the City's Capital Improvement Program. *(See policy 2.1.)*
- Program 6: The City shall update its Multihazard Functional Plan for Emergency Preparedness every five years and amended when new significant information becomes available. *(See policies 1.6, 2.2, 3.1, 3.2 and 3.4.)*
- Program 7: Continue to inform Lakewood residents about earthquake preparedness utilizing Lakewood Living, Lakewood radio (1620 AM), telephone and the Internet. Continue to offer community outreach lectures and classes relating to earthquakes. *(See policy 3.3.)*
- Program 8: Continue to utilize the building code to ensure that applicable projects meet the most current seismic safety standards. *(See policy 4.1.)*
- Program 9: Advocate County programs that seek to improve the structural integrity of new and existing flood control facilities that may indirectly affect the City. *(See policy 4.2.)*
- Program 10: Identify those areas of the City that need, and would benefit from a neighborhood watch program. *(See policy 5.1.)*
- Program 11: Continue to evaluate new funding sources as they become available for the purpose of improving law enforcement in those areas of the City that have higher crime rates. *(See policy 5.1.)*
- Program 12: Identify and evaluate new local and regional efforts that reduce and eliminate hazardous wastes prior to disposal. *(See policies 6.1, 6.2, 9.1 and 9.2.)*
- Program 13: Through Code Enforcement and working with property owners and businesses, continue to prevent sites from becoming contaminated with hazardous wastes, and ensure that any known existing site comply with zoning and planning requirements. *(See policy 8.4.)*
- Program 14: Support and assist the County in the development and operation of a Small Quantity Hazardous Waste Generators Program which will assist

smaller businesses in hazardous waste management. *(See policies 7.1 and 9.2.)*

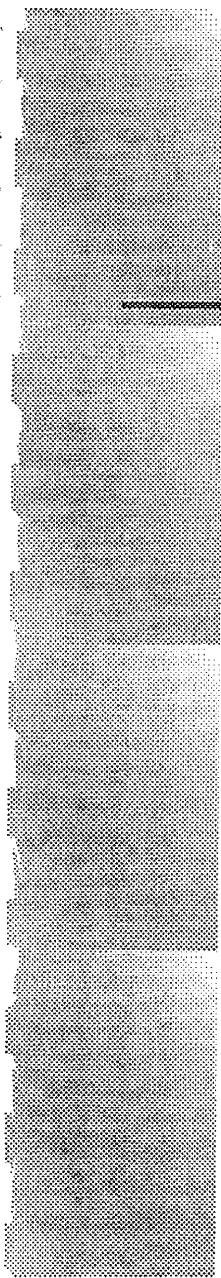
- Program 15: Continue to assist in the operation and implementation of a City-County Household Hazardous Waste Collection Program. *(See policies 7.1, 9.1 and 9.2.)*
- Program 16: Continue to require, through the zoning ordinance, Conditional Use Permits for uses in the M-2 zoning classification which handle, store, process, or transport hazardous waste. *(See policy 7.1, 7.3 and 8.2.)*
- Program 17: Continue to distribute emergency preparedness and hazardous waste management information through the City's Public Information office. This office should continue to assist citizens and industry with hazardous waste management matters, distribution of information and referrals to appropriate government regulatory agencies. *(See policies 3.3, 7.2, 7.3, 9.1, 9.2 and 9.3.)*
- Program 18: Continue to route business license applications through the County Fire and Health Departments to ensure that proper analysis and determination is made concerning businesses that generate, handle, store, process and/or transport hazardous waste. *(See policy 8.1.)*
- Program 19: As part of the zoning clearance process, the City should maintain a computer database that lists the business name, location and type(s) of significant hazardous materials stored on site. *(See policies 8.3 and 9.1.)*

IV.H.4 Mitigation Measures

No additional mitigation measures are necessary to reduce impacts associated with the adoption and subsequent implementation of development consistent with the General Plan.

IV.H.5 Impacts After Mitigation Measures

None.



Section V

Alternatives

General Plan Update
Final Master EIR

City of Lakewood

Section V Alternatives

This chapter analyzes three (3) potential alternatives to the proposed Lakewood General Plan. The first alternative looks at the general effects of not adopting the General Plan. The three alternatives are as follows:

- A. **The No Project Alternative:** Under this alternative, the City's currently adopted elements of the General Plan will remain in effect for the foreseeable future. This alternative is not realistic for several reasons: (a) the growth projections in the existing General Plan, particularly in the Land Use Element, are not consistent with the adopted growth policies of the Southern California Association of Governments (SCAG) and, therefore, also inconsistent with the regional Air Quality Management Plan; (b) there are internal inconsistencies between the various elements of the General Plan; and (c) the current General Plan needs to be updated to reflect legislation and guidelines enacted since the current elements were prepared in 1970. Moreover, the proposed update of the General Plan will provide a basis for the evaluation of future projects consistent with the General Plan, with the objective of "streamlining" the environmental review of future projects. Without the update of the Plan, the City will not have the adopted policies and criteria in-place to facilitate future environmental review.
- B. **Modified General Plan (Land Use Element):** This alternative assumes a different growth rate for the City over the 1995-2020 period addressed in the General Plan and assessed in this Master EIR. The alternative would require additional and subsequent modifications to the regional growth projections adopted by SCAG and the SCAQMD. It is likely that this alternative would require additional mitigation measures to reduce the potential conflicts between the City's growth projections and those of the region.
- C. **Modified General Plan Policies:** This alternative assumes the adoption of the proposed Land Use Policy Map but the retention of many for the existing goals, policies and objectives in the current General Plan element. This alternative, therefore, is consistent with the regional growth projections of SCAG and the SCAQMD. However, this alternative would not include policies that would reduce impacts of future development consistent with the General Plan's land use projections.

V.A: No Project Alternative

This alternative assumes the future development of the City consistent with the City's currently adopted General Plan. Under this alternative, the City's currently adopted elements of the General Plan will remain in effect for the foreseeable future. The City is essentially build-out consistent with the adopted General Plan (Land Use Element). Under the No Project Alternative: (a) the growth projections in the existing General Plan, particularly in the Land Use Element, are not consistent with the adopted growth policies of the Southern California Association of Governments (SCAG) and, therefore, also inconsistent with the regional Air Quality Management Plan; (b) there are internal inconsistencies between the various elements of the General Plan; and (c) the current General Plan needs to be updated to reflect legislation and guidelines enacted since the current elements were prepared in 1970.

Earth Resources: The No Project Alternative would decrease future development within the City. Impacts associated with earth resources would be lessened compared to the General Plan

update.

Air Quality: Implementation of the No Project Alternative would not have an immediate affect on the air quality in the City or in the surrounding region. Existing conditions would remain and emissions directly related to land uses in the City would be lower than those of the General Plan. However, residents in the City would likely commute greater distances to employment and commercial (retail) opportunities under the No Project Alternative. As a result, regional air quality impacts may increase under this alternative.

Noise: The No Project Alternative would result in less vehicular generated noise resulting in fewer impacts than anticipated under the Draft General Plan.

Land Use: The No Project Alternative does not foresee any land use changes from the General Plan. Therefore, existing land use impacts would not be alleviated by the proposed General Plan update.

Circulation: Existing traffic levels and commuting patterns would remain; as a result, traffic generated by this project alternative would be somewhat less than produced by the Draft General Plan. However, major intersections in the City will continue to experience decreased levels of service due to regional commuting and vehicle-trip generation. Therefore, although project-related impacts may be less than the proposed project, significant cumulative impacts will still nonetheless occur.

Population and Housing: The No Project Alternative permits fewer residential units, and therefore, fewer new residents than the General Plan. In a City such as Lakewood, limited population would ease the potential imbalance of jobs to housing. Therefore, the No Project Alternative would reduce potential job related impacts.

Public Services: No additional development within the City of Lakewood would result in no need to expand public services such as fire and police personnel and facilities, school facilities, parks and recreation facilities and libraries.

Public Utilities: No additional development within the City would result in no need to expand public utilities. Existing service delivery problems will likely continue.

V.B: Modified General Plan (Land Use Element)

This alternative assumes a different growth rate for the City over the 1995-2020 period addressed in the General Plan update and assessed in this Master EIR. Under this alternative there would be a conversion of

several parcels of land currently designated for Medium/High Density Residential to Commercial and a property currently designated as Commercial to Medium/High Density Residential.

The land use plan under this alternative would result in two primary land use changes from the proposed General Plan Land Use Element and existing uses. The first change involves 7.6 acres of land in the southern portion of the City adjacent to the City of Long Beach to the south and the City of Hawaiian Gardens to the east. The properties which would be converted are located between Carson Street on the south, 216th Street on the north, the San Gabriel River on the west and Pioneer Boulevard on the east. The I-605 bisects the area. The land would be converted from MFR to C-4. The surrounding uses adjacent to these properties on the south are currently designated as C-4 and the uses to the north are designated as MFR. The uses to the west are designated for agricultural and open space purposes and the uses to the east are

located within the City of Hawaiian Gardens.

The second change would involve one commercial property located in the northwestern portion of the City located at the southeast corner of Paramount Boulevard and Candlewood Street. This property would be converted from C-3 to MFR. These changes would result in a loss of 170 units in the southern portion of the City and a gain of 30 units in the northern portion of the City compared to existing uses and the land uses proposed by the General Plan. Therefore, there would be a net loss of 140 residential units compared to the 2020 projection for the proposed General Plan update. However, there would be a net gain of approximately 400,000 square feet of commercial retail uses.

Tables V.1 and V.2 provide a comparison of the differences in land use and corresponding population and employment estimates between Alternative B and existing conditions and Alternative B and the proposed project, the update of the General Plan.

Table V.1: Comparison of Land Use, Population, and Employment Projections for Alternative B Build-out (2020) and Existing (1994) Conditions

Land Use/ Population/Employment	Existing	Alternative B	Change	Percent
Dwelling Units				
Medium/High Residential	4,458	5,440	+982	+22%
Total	26,854	27,863	+1,009	+3.8%
Population				
Medium/High Residential	12,471	16,698	+4,227	+33.9%
Total	75,124	85,525	+10,401	+13.8%
Commercial	4,322,633	6,500,086	+2,177,435	+50%
Employment	17,290	26,000	+8,710	+50%

Table V.2: Comparison of Land Use, Population and Employment Projections for Alternative B Build-out (2020) and Proposed General Plan Build-out (2020)

Land Use/ Population/Employment	Project	Alternative B	Change	Percent
Dwelling Units				
Medium/High Residential	5,580	5,440	-140	-2.5%
Total	28,003	27,863	-140	-0.5%
Population				
Medium/High Residential	17,128	16,698	-430	-2.5%
Total	85,955	85,525	-430	-0.5%
Commercial (square feet)	6,100,068	6,500,068	+400,000	+6.6%
Employment	24,400	26,000	+1,600	+6.6%

Due to the increase in employment projections under Alternative B, modifications to the regional growth projections adopted by SCAG and the SCAQMD may be required. It is possible that this alternative would require additional mitigation measures to reduce the potential conflicts between the City's growth projections and those of the region.

Land Use: The distribution of land uses associated with Alternative B would be almost identical to that proposed by the General Plan, with the exception of the two areas discussed above. There are a total of 21 areas proposed for land use changes under the General Plan update. Under Alternative B, there would be a total of 23 areas. While this alternative represents a 22% increase in Medium/High Density Residential units at buildout (2020) over existing 1994 conditions, it is 2.5% less than that proposed by the General Plan update. Although the additional areas designated for commercial uses represents a 50% increase at buildout (2020) over existing 1994 uses, it is only a 6.6% increase over the land uses proposed under the General Plan. Additionally, although the increase in the percent of land designated for commercial uses appears, substantial, commercial uses currently only comprise approximately six percent of all land uses in the City.

The two additional changes to land use classifications proposed under this alternative are compatible with surrounding land uses. The existing 170 units of MFR are currently abutting commercial uses. Therefore, this conversion would result in compatible land uses. The existing commercial uses located in the northern part of the City are located within a predominantly residential neighborhood. Thus, the resulting development of residential uses would also represent the development of compatible land uses.

With the exception of the two additional land use classification changes, the land use patterns proposed under this alternative are the same as those proposed for the General Plan, and thus, the impacts associated with this alternative would be similar to those identified in Section IV of this Draft Master EIR. As discussed in Section IV, the majority of land use classifications and standards of density proposed under the Land Use Element reflect existing development patterns. Therefore, the type and quantity of land uses designated by this alternative is not anticipated to be a significant impact.

Due to the increase in employment, there may however, be increased impacts associated with issues such as circulation, air quality, and utilities, as discussed in the individual sections of this Draft Master EIR. As the majority of land use would continue to be low density, single-family residential development, it is not anticipated that implementation of Alternative B would result in greater adverse impacts to existing land uses than would implementation of the General Plan.

Circulation: Traffic generated by this project alternative would be greater than that generated by the proposed General Plan and existing conditions. At buildout (2020), Alternative B would represent an increase of 62,248 additional daily trips over 1994 daily volumes within the City. Compared to the General Plan, there will be an increase of 10,268 trips generated by the proposed retail uses and a decrease of 906 trips as a result of the net loss of multi-family units. This represents a net increase of 9,362 trips per day within the City beyond that identified in Section IV of this Master EIR. As a result, the area's intersections that would be impacted by the growth projected in the General Plan would continue to experience significant impacts under this alternative. Major intersections in the City will continue to experience decreased levels of service due to regional commuting and vehicle-trip generation.

Air Quality: Implementation of Alternative B would not have an immediate effect on the air quality in the City or in the surrounding region. Over time, however, new development may contribute to existing pollutant loads. These emissions would primarily come from mobile sources (additional vehicle trips). The population buildout permitted by Alternative C represents an increase of approximately 4,227 more people and 8,710 more employment opportunities over the existing population figure. The increase in population will result in an increase in vehicular traffic, which may result in the marginal degradation of air quality in the City. Additionally, there would be a higher average daily trip volume than over existing conditions.

and the proposed General Plan update. Thus, this alternative would result in a greater degradation of air quality constituents. Emissions associated with growth would fall into two major categories: short-term emissions associated with construction equipment, architectural coatings, and earth moving operations, and long-term emissions associated with traffic, home heating, use of home consumer products, and increased operation of service facilities such as gasoline stations, dry cleaners, and restaurants. As stated above, stationary and mobile source emissions under this alternative would be greater than those of the General Plan. The primary differences being greater stationary emission sources and greater mobile source emissions due to higher associated vehicle trips.

These vehicle trips are the major source of potential pollution associated with future growth. The automobile is the primary source of many of the region's criteria pollutants. In addition to ozone precursor emissions (NO_x and ROC), automobiles are the primary source of carbon monoxide (CO). CO is typically a problem in urbanized areas, and the potential exists for carbon monoxide hot spots to develop as traffic reaches severe congestion levels. Carbon monoxide is emitted almost entirely from automobiles and is a very localized pollutant, therefore, peak areas of impact occur very near the source. The City's traffic infrastructure will be relatively unchanged with either of the General Plan alternatives, therefore, CO hot spots are unlikely to significantly worsen under Alternative B.

Heavy construction is a source of fugitive dust and exhaust emissions that could have a substantial temporary impact on local air quality. Preparation of an area for building construction would produce two types of air contaminants: exhaust emissions from construction equipment and fugitive dust generated as a result of soil movement and the use of unpaved roads by construction equipment. The emissions produced during construction, although potentially significant, are short-term. It is infeasible to predict levels of construction emissions for the City of Lakewood in the future without accurate knowledge of future construction activities, meteorological conditions, equipment usage, and many other factors. It is assumed that these emissions would occur in one or more parts of the City, in widely varying amounts, every day, as construction occurs. Exhaust emissions vary substantially from day-to-day depending on the amount and types of equipment used, as well as the duration of operation. It can be assumed however, that the impacts would be similar to those resulting from the General Plan.

Fugitive dust is one of the major contributors to PM₁₀, an EPA criteria pollutant which includes particulate matter of 10 microns or less in diameter. It is estimated that approximately 50 percent of the fugitive dust is comprised of PM₁₀. The actual values of fugitive dust and PM₁₀ created by a development project depends on soil moisture, silt content, wind speed, construction density, and many other factors. Additionally, soil wetting procedures are generally required to reduce fugitive dust. These measures typically eliminate approximately 50 to 75 percent of construction-generated fugitive dust. As with the other similar impacts, fugitive dust impacts would be primarily the same, or greater under the development of Alternative B.

Noise: Typically ambient noise levels typically rise as a result of increased growth. Growth permitted under this alternative overall would be similar to growth permitted under the General Plan, although there would be more commercial uses and employment compared to housing and population. The noise sources associated with growth include: increased vehicle trips along the major arterials; expanded commercial opportunities along Carson Boulevard; and noise related to construction. However, as discussed in Section IV.D, the primary noise sources within the City of Lakewood include: highways and freeways; primary arterials and collector streets; passenger and freight on-line railroad operations and ground rapid transit systems; commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine

test stands, and all other ground facilities and maintenance functions related to airports operation; local industrial plants, including but not limited to, railroad classification yards; and, other ground stationary noise sources identified by local agencies as contributing to the community noise environment. As vehicle generated noise is only one factor, although more daily vehicle trips would be generated under this alternative than under buildout of the General Plan, this increase growth would not necessarily increase ambient noise levels perceptibly. Thus, it is probable that the noise impacts associated with this alternative would be similar to impacts identified for the General Plan.

Population and Housing: As previously discussed, this alternative permits 140 fewer residential units, and therefore, fewer residents than the General Plan. However, the difference between this alternative and the General Plan for dwelling units and population is approximately 2.5 percent and 0.5 percent, respectively. Thus, the difference between the impacts of the General Plan and this alternative would be minimal. Additionally, as the majority of land uses currently within the City are residential, the City is considered a "housing rich" City. Under this alternative additional jobs would be created with fewer residents which would therefore decrease the jobs/housing ratio imbalance.

Public Services: Future growth in the City would increase demand on public services such as parks and recreation facilities, school facilities, police and fire personnel and facilities, and libraries. Buildout of this alternative would be similar overall to the General Plan. While there would be fewer residential units there would be more commercial use. Both types of uses create demand on public services. Additionally, the difference between the two development scenarios would be minimal compared to the overall buildout permitted. Based upon existing conditions, this alternative would have public service impacts similar to those of the General Plan.

Parks and Recreation: 2.5 acres of both neighborhood and community parks should be provided for every 1,000 residents according to the National Parks and Recreation Association (NRPA). Currently there are 13 acres of active and passive parks per 1,000 capita. Under buildout of both the proposed General Plan and this alternative there would be over 11 acres per 1,000 capita. As this alternative only includes modifications to the land use, plan, the policies and programs included in the General Plan designed to encourage and enhance recreational opportunities would be the same. Therefore, park and recreation impacts would be similar under this alternative as those discussed for the General Plan.

Schools: This alternative would result in additional population within the City compared to existing conditions, but less than that proposed under the General Plan. Currently, school age children (five to 19 years old) represent less than 20 percent (14,676) of the population (U.S. Census, 1990) in Lakewood. Additionally, approximately two-thirds of the schools are operating below capacity. Thus, additional population (school-aged children) would not necessarily result in a need for more schools. Based on existing trends and a full buildout of up to approximately 85,525 people within the City, it is estimated that the student population at the time of the project buildout of this alternative would increase by less than 2,500 students, and approximately 86 students less than under the General Plan. This is not anticipated to be a significant impact.

Police: The demand for police protection would be similar to the increase generated by the General Plan. Although there would be less residential development and more commercial development under this alternative, it is not a significant difference based on the overall development patterns in the City and the existing demand. Impacts on police services in the City would not be considered significant under this alternative or

the General Plan update. Residential, commercial developments would generate traffic that could increase the incidence of traffic accidents, auto thefts, and burglaries. Additional incidents would routinely occur throughout the City. However, highly traveled areas, are anticipated to have a higher frequency of service calls. The impacts on police service would be similar resulting from this alternative would be similar to those of the General Plan update.

Fire: Impacts on fire protection services generated by this alternative would be considered similar to those generated by the General Plan. Although there would be greater commercial development and less residential development, the two land uses would be replacing each other and not open or undeveloped space. Additionally, as compared to the General Plan, this alternative would provide for similar residential and commercial densities.

Public Utilities: As a result of development permitted under the modified Land Use Element Alternative there would be an increase on the demand for public utilities such as power, natural gas, water, sewer, solid waste and telephone services, over existing conditions, similar to those anticipated for the proposed General Plan update.

Water: Development under this alternative would result in a greater demand for water than under existing conditions. Additionally, the water demand would be approximately 44,500 gallons per day greater than would be demanded under uses proposed by the General Plan. Although this would represent approximately 10 percent of the total daily usage, impacts associated with this alternative would be considered greater than those associated with the General Plan.

Sewer: Development under this alternative would result in greater wastewater generation than under existing conditions. Additionally, the wastewater generation would be approximately 40,500 gallons per day greater than would be generated under uses proposed by the General Plan update. Although this would represent approximately 6.7 percent of the total daily usage, impacts associated with this alternative would be considered greater than those associated with the General Plan update.

Storm Drains: The impacts to storm drains within the City associated with the modified Land Use Element would be similar to the impacts associated with the proposed General Plan update. The proposed commercial and residential uses would replace existing residential and commercial uses and not open, undeveloped space. Therefore, there would be no additional impermeable surfaces created by this alternative or the General Plan update.

Power: The City of Lakewood is served by Southern California Edison (SCE). The future development proposed by this alternative would result in an increase in power consumption over existing consumption rates. SCE provides electrical services upon demand. Although SCE states that the utility would be able to provide electrical service to all new customers, a substantial portion of SCE's electrical sources are from non-renewable sources. The consumption of electricity by the City of Lakewood is considered a significant impact due to the unavoidable reduction of natural resources. Additionally, as retail uses consume more electricity than residential uses, consumption under this alternative would be greater than that for uses proposed by the General Plan (approximately 2,668,660 Kwh more per year). Therefore, potential impacts would be greater than those associated with the General Plan.

Natural Gas: As with electrical power services, natural gas providers would not be significantly impacted by growth within the City of Lakewood in regards to the ability to provide natural gas. However, the impacts associated with the consumption of non-renewable resources would be significant, as with the impacts associated with General Plan. Additionally, similar to electrical use, more natural gas would be consumed as retail uses consume more natural gas than residential uses (approximately 438,320 cubic feet more per month). Thus, the impacts would be greater than those anticipated with the General Plan update.

Solid Waste Management: The future increase in solid waste generated by buildout of the alternative Land Use Element would not result in an immediate impact on solid waste disposal services and landfills. Although landfill operators have not indicated what will occur subsequent to closing dates, no landfill operator has indicated that impacts would be significant. This alternative would contribute approximately 4,320 pounds per day more than uses proposed by the General Plan. This represents less than six percent of the total amount of solid waste anticipated to be generated by the General Plan. Thus, although impacts would be greater, they would be similar to those discussed for the General Plan update.

Communication Services

Telephone: Telephone services in Lakewood which are provided by General Telephone and the impacts associated with this alternative will be similar to those associated with implementation of the proposed land use plan. Future development will mean the installation of additional telephone lines. As this service is provided upon demand, no unavoidable adverse impacts are anticipated with the proposed land use plan and the modified land use plan. However, growth anticipated with both land use plans is not anticipated to significantly impact telephone services.

Cable: Implementation of the modified land use plan is unlikely to have an adverse impact on existing cable television, except for increased demand and modifying areas where service demand may occur. Additional lines will be installed as service demand increases.

Earth Resources: The modified Land Use Plan alternative would increase development in the City similar to the proposed General Plan. Development according to this alternative would impact, and be impacted by, the geology of the area. These impacts would be similar to the General Plan.

The City of Lakewood is located in a high seismic risk area and is exposed to the potential of damage due to major earthquakes along regional and local faults. A major earthquake in the Lakewood area would result in the same type of damage regardless of which alternative development plan is implemented. Additionally, the potential for liquefaction would be the same under buildout of this alternative as it would under buildout of the proposed General Plan. Utilities, water service, and other infrastructure could be disrupted in addition to private and public property damage. However, as a result of the buildout permitted by this alternative, there could be approximately 140 fewer dwelling units exposed to geologic hazards than under the General Plan.

As with the General Plan, this alternative would not result in alterations to existing soil conditions or further limit the availability of soils suitable for farming or other agricultural uses. Additionally, the impacts associated with soil expansion and soil erosion would be similar to those of the General Plan and would require similar mitigation measures.

Flooding within the City would be the same under the proposed alternative as it would be under the General Plan. The existing areas which currently experience flooding problems are currently developed. Additionally, the majority of the City is covered with impervious surfaces and neither the General Plan update nor the modified Land Use Plan alternative is proposing to increase the amount of impermeable surface in the City. Thus, the impacts would be the same under both development scenarios.

V.C: Modified General Plan Policies and Programs Alternative

This alternative assumes development of the City consistent with the proposed Land Use Element (the proposed land use policy map) but without the adoption of the key policies and programs that would provide procedures

for the City to review proposed projects for their application of environmental principles. Specifically, this alternative assumes the deletion of the following policies and programs from the General Plan update:

Land Use Element Policies:

- 2.1 Continue identifying and mitigating noise, traffic, and visual impacts of existing and proposed commercial sites using the Development Review Board.
- 2.2 In accordance with the City's zoning ordinance, ensure compatible commercial uses are situated adjacent to existing residential uses.
- 2.3 Continue to make City staff available to assist with the architectural review of new and existing business construction proposals and remodels.
- 2.4 Continue to use the City's service request and code enforcement programs to correct building and zoning code violations.
- 3.1 Encourage the development, reuse, and expansion of vacant and under utilized lands at Lakewood Square, Lakewood Center Mall and the Civic Center.
- 3.2 Encourage mixed uses at the mall that situate housing, jobs, daily needs within walking distance of each other.
- 4.1 Encourage innovative transportation mechanisms such as joint use parking for park-and-ride facilities, implementation of transit links to both the Blue and Green Lines, and optimization of the City's bus service.
- 5.1 Support the development of industrial and commercial uses at the appropriate underutilized sites with those uses that provide job opportunities for the local labor force.
- 5.2 Consider, in any subsequent zoning ordinance revisions, inducements which may be granted to secure projects contributing to a greater balance between job and housing opportunities in Lakewood. This may include allowing development at greater densities.

- 5.3 In accordance with the City's zoning ordinance, ensure compatibility when industrial and commercial uses become situated near existing residential areas, or other low intensity uses.
- 5.4 Ensure that off-street parking is provided in conjunction with the development of underutilized industrial and commercial sites.

Land Use Element Implementation Programs:

Continue to utilize the Development Review Board (DRB) for reviewing development projects. The City should examine methods of encouraging property owners to seek the assistance of the DRB.

Continue to utilize the City's code enforcement department to resolve code violations and other related issues.

Input code enforcement case locations into the Geographic Information System, to identify those neighborhoods with chronic code violation problems.

Circulation Element Policies:

- 1.3 Direct traffic from local streets to the collectors and arterial streets to reduce traffic on local streets and improve neighborhood safety and environmental quality.
- 1.7 Manage on-street parking to preserve convenient accessibility for residential and commercial uses, while regulating parking to provide for safety and sanitation.
- 1.8 For improved safety, driveway aprons should be located as far as possible from all intersections, or whenever conditions allow, a minimum of 100 feet from all intersections.
- 3.2 Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 3.3 When evaluating proposed developments, review existing transit services and potential transit needs associated with the development. Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 4.1 Promote the use of bicycles and other alternative modes of transportation.
- 4.2 Maintain, improve and expand where feasible the existing bikeway network in accordance with the city's adopted bikeway plan.
- 4.3 Improve pedestrian safety by continuing to implement the sidewalk maintenance and repair program.
- 6.1 Encourage the development and use of local and regional park-and-ride facilities.

- 6.2 Inform the public on how to reduce the number of automobile trips.
- 6.3 Encourage local employers to reduce the number of single occupancy vehicles arriving at the work site.

Circulation Element Implementation Programs:

Develop a local congestion management program which identifies key intersections where congestion is likely to occur as a result of increased traffic volumes, and schedule improvements to mitigate operational deficiencies, in coordination with the regional congestion management program.

Mitigate the potential negative impacts to safety and aesthetics by continuing to prohibit the on-street parking of commercial vehicles (weighing in excess of 6000 pounds) on residential collector and local streets.

Stimulate the development of off-street parking and loading facilities for existing and proposed residential, commercial, and industrial uses.

Continue to utilize the Development Review Board for reviewing projects and ensuring that projects provide safe access to public thoroughfares.

Establish traffic impact fees for future projects to mitigate any long term effects as a result of increases in traffic volumes. These fees shall be used for transportation improvements that serve the immediate vicinity of the project site.

Encourage employers to create carpool programs for their employees and to encourage the use of alternative forms of transportation.

The City should encourage public transit providers to establish bus stops near new developments that will become points of destination/origin for public transit users.

As public transit providers make significant changes to routes and schedules, the City shall work with these agencies to consolidate bus stops and to coordinate new bus schedules with existing schedules when possible.

Post bike route signs at appropriate locations to help cyclists find and utilize designated bike lanes, routes and paths.

The City should investigate the possibility of creating park and ride facilities. The City should consider preparing a questionnaire of Lakewood residents to determine if there is a need for such facilities, and where such facilities would be conveniently located.

Encourage Lakewood residents to combine automobile trips by using a "direct marketing" approach. Lakewood's residents can learn about reducing their driving through city newsletters, telephone, and the Internet.

Conservation Element Policies:

- 2.1 Comply with the City's adopted goals and policies pertaining to ground water conservation and protection contained in such documents as the

"City of Lakewood Water Management Strategic Plan", "Water Conservation Ordinance", and the "Drought Contingency Plan".

- 2.2 Promote the continued use and expansion of reclaimed water, as a method for conserving Lakewood's water resources.
- 2.3 Continue to implement the provisions of the National Pollution Discharge Elimination System (NPDES).
- 3.1 Comply with the City's adopted goals and policies pertaining to solid waste reuse, reduction, and recycling contained in the Source Reduction and Recycling Element and Household Hazardous Waste Element.

Conservation Element Implementation Programs:

The City shall continue to implement Utility Undergrounding Projects, utilizing the City's Capital Improvement Program.

The City shall actively search for, and consider, new funding sources for the undergrounding of overhead utilities.

Lakewood shall continue to implement the "City of Lakewood Water Management Strategic Plan", "Water Conservation Ordinance", and the "Drought Contingency Plan".

Continue to pursue funding sources for the maintenance and expansion of the City's reclaimed water system.

Lakewood shall continue to comply with the City's adopted goals and policies pertaining to solid waste reuse, reduction, and recycling contained in the Source Reduction and Recycling Element and Household Hazardous Waste Element.

Open Space Element Policies:

- 1.2 Maintain parks and recreational facilities (includes parks, golf course and public school areas) at a standard of eight (8.0) acres per 1,000 persons. Areas used for passive open space, such as utility easements, should not be included in this calculation.
- 1.3 Maintain a minimum open space preservation standard (includes public, private, and utility easement/passive open space areas) at a standard of eleven (11.0) acres per 1,000 persons.
- 1.4 Continue to utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes.
- 1.7 Continue to collect park fees for the operation, maintenance, and improvement of parks and recreational facilities.

Noise Policies:

- 1.2 Support the enforcement of existing speed limits. Ensure motor vehicle codes are enforced that require adequate mufflers on all vehicles.

- 1.3 Integrate noise reduction techniques in the building plan review process.
- 1.4 Encourage the reduction of noise levels generated at the Long Beach Airport.
- 1.5 Reduce the number of noise complaints in the City.
- 3.1 Continue to monitor airport expansion plans, whether they relate to physical development or rescheduling of flights, to determine if such expansions would have a negative impact for Lakewood residents.

Noise Element Implementation Programs:

Continue to regulate delivery times and hours of operation for those uses that would otherwise have negative noise impacts on adjacent residential properties.

Monitor and enforce existing speed limits. Enforce motor vehicle codes requiring adequate mufflers on all types of vehicles traveling through the City.

Require that new commercial or industrial projects or proposed expansions of existing commercial and industrial uses which abut residential uses provide noise barriers to protect residents. Require that new multifamily projects abutting single-family homes have noise barriers for adjacent areas.

Economic Development Element Policies

- 2.1 Encourage the diversification of local defense industries.
- 2.3 Encourage policies that foster the growth of new and existing industry clusters.
- 3.2 Continue to utilize the Development Review Board for reviewing commercial and industrial projects.

Economic Development Element Implementation Programs:

Continue to utilize the Development Review Board (DRB) for reviewing development projects to ensure that such projects maximize the interest to potential customers and clients, while remaining harmonious with the surrounding environment.

Develop performance criteria that can be used to evaluate proposed projects in redevelopment project areas and ensure that such projects maximize the development and economic potential of those sites.

Explore alternative forms of zoning such as overlay zoning and performance zoning, to allow mixed uses to be integrated into large commercial centers.

Community Services Element Policies

- 2.2 Continue utilizing joint use agreements with public school districts for the use of school facilities for recreational purposes. Investigate the expansion of this mechanism should additional recreational areas be

needed.

- 2.4 Continue to collect park development fees for future maintenance and improvements at City parks and facilities.
- 2.5 Utilize utility easement areas abutting residential uses for undeveloped passive open space or agricultural purposes. No parks or other active recreational uses should be situated in these areas.
- 3.8 Continue to provide paratransit services for Lakewood's senior adult and disabled populations.

Community Services Element Implementation Programs:

Continue to allow undeveloped passive open space and agricultural uses in utility easement right-of-ways.

Safety Element Policies:

- 1.1 Continue to establish and review standards and criteria to reduce the risks associated with urban life.
- 1.2 Reduce those hazards associated with all building types and uses.
- 1.3 Require that each new development be built incorporating the criteria of safety into the design.
- 1.4 Ensure that those uses which generate, store, process, or transport hazardous waste are sited in a manner such that residents, and accessory residential uses, including schools, parks, hospitals, and places of employment, are adequately protected from potential environmental impacts.
- 1.5 Storage, transfer, and recycling facilities should be located as close to the area of the waste generation as possible.
- 1.6 Ensure that City transportation routes, that are utilized by hazardous waste haulers, will not pose a threat to the safety of residents due to spills or accidents and are in conformance with Lakewood's "Multihazard Functional Plan for Emergency Operations."
- 2.1 Continue to upgrade water lines throughout the City to ensure that they provide adequate fire flows.
- 2.2 Continue to use the development review process to circulate proposed project plans to the fire department and other reviewing agencies for fire safety review, including building materials, access and circulation.
- 4.1 Require all new development and selected existing development to comply with established seismic safety standards.
- 6.1 Utilize siting criteria which guarantees that uses which generate, store, process, or haul hazardous waste will be adequately buffered from

environmentally sensitive areas such as parks, natural waterways, and areas located in seismic safety zones.

- 6.2 Encourage and support innovative technology which pre-treats hazardous waste products prior to disposal.
- 7.1 Adopt waste minimization as a first priority for hazardous waste management in Lakewood.
- 8.4 Where appropriate, require existing businesses who handle, store, process, or transport substantial amounts of hazardous waste to come into compliance with zoning and planning requirements.

Safety Element Implementation Programs:

Continue to utilize the Development Review Board to ensure that all hazards are reduced or eliminated for all building types and uses.

The City shall continue to require commercial vehicles of excess weight to traverse only State highways and designated, unrestricted streets. Travel on restricted streets shall be limited to points of destination or origin.

The City shall continue to implement the upgrade of water lines, as indicated by the City's Capital Improvement Program.

Continue to utilize the building code to ensure that applicable projects meet the most current seismic safety standards.

Deletion of the proceeding policies and implementation programs from the proposed General Plan update will result in fewer opportunities for the City to mitigate future land use development in the City and to ensure that public improvements are consistent with the environmental constraints identified by the City during the preparation of the draft update (and as summarized in the environmental setting sections in Section IV of this Master EIR and provided in detail in the Technical Background Report prepared by the City). The following provides an analysis of the potential environmental effects of adoption of the proposed General Plan update without the adoption of the above cited policies and implementation programs:

Land Use: The Modified General Plan Policies and Programs Alternative would provide fewer opportunities for public improvements and design and performance standards to reduce potential land use conflicts. When compared to the proposed General Plan update, this impact would be considered adverse.

Circulation: Traffic generated by this project alternative would be comparable to the proposed General Plan update. As a result, the area's intersections that would be impacted by the growth projected in the Draft General Plan would be the same. However, major intersections in the City will continue to experience decreased levels of service due to regional commuting and vehicle-trip generation and would not be mitigated by programs and policies to accommodate future regional traffic patterns and volumes.

Air Quality: Implementation of the Modified General Plan Policies and Programs Alternative would not have an immediate effect on the air quality in the City or in the surrounding region. However, over time new development may contribute to existing pollutant loads and impact the air basin. These potential stationary and mobile source emission impacts would be

comparable to those of the proposed General Plan update.

Noise: The Modified General Plan Policies and Programs Alternative would not vary significantly from the proposed General Plan update. However, the adoption of the proposed General Plan update with policies and programs to reduce potential traffic-generated and on-site noise sources would result in increase land use conflicts and noise incompatibilities. Therefore, this alternative would result in greater noise impacts than the proposed General Plan update.

Population and Housing: The Modified General Plan Policies and Programs Alternative would result in the same build-out of the City in terms of both residential development and non-residential uses. However, policies to ensure a jobs/housing balance, as desired by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD), to reduce regional impacts, would not be achieved. As result, implementation of the proposed land use policy without implementation of the key policies relating to jobs/housing balance would result in greater impacts than under the proposed General Plan update.

Public Services: Future development within the City of Lakewood would require the expansion of public services such as fire and police personnel and facilities, school facilities, parks and recreation facilities, libraries and hospital facilities. Buildout of the Modified General Plan Policies and Programs Alternative would require the same range and amount of improvements to existing public services. In addition, public service requirements for new development would have to be evaluated periodically to ensure adequate service levels are maintained. Without the adoption of the key policies in the proposed General Plan update relating to public services, existing inadequacies will likely continue for the foreseeable future and additional impacts and deficiencies will likely occur under build-out of the General Plan.

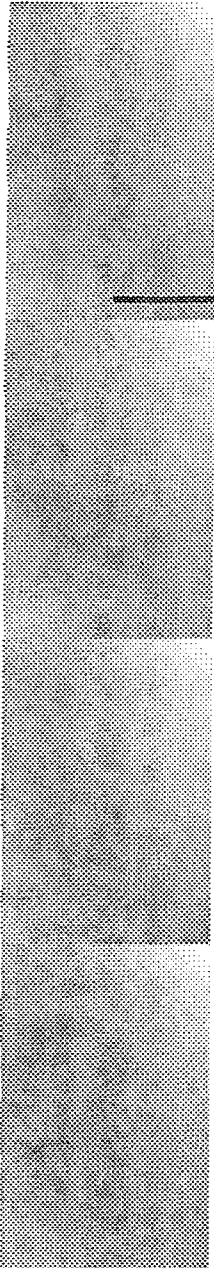
Public Utilities: Future development within the City of Lakewood would require the expansion of public utilities such as power, natural gas, water, sewer, solid waste and telephone services. Buildout of the City under the Modified General Plan Policies and Programs Alternative would require future improvements to existing public utilities. In addition, public utility requirements for new development would have to be evaluated periodically to ensure adequate service levels are maintained. Without the adoption of the key policies in the proposed General Plan update relating to public utilities, existing inadequacies will likely continue for the foreseeable future and additional impacts and deficiencies will likely occur under build-out of the General Plan.

Earth Resources: The Modified General Plan Policies and Programs Alternative would result in the build-out as projected in the proposed General Plan. However, key policies relating to measures to protect human life and property from natural disasters, including seismic activity and flooding, would result in greater impacts on the City and its residents. Without the adoption of the key policies in the proposed General Plan update relating to earth resources, potential hazards and risks will not be able to be mitigated or addressed by the City.

V.D: Environmentally Superior Alternative

Section 15126(d) of the California Quality Act Guidelines requires the identification of an "environmentally superior" alternative. The environmentally superior alternative is

one that would generate the fewest environmental impacts. With respect to impacts within the General Plan area itself, Alternative B (the modified land use plan) would be superior to either the No Project and Alternative C (Modified Policies and Programs Alternative).



Section VI

Long-Term Effects, Growth Inducing Impacts and Cumulative Impacts

General Plan Update
Final Master EIR

City of Lakewood

Section VI

Long-Term Effects, Cumulative Impacts and Growth Inducing Impacts

VI.A: Significant Irreversible and Irretrievable Commitment of Resources

As a result of alterations to the physical environment, the implementation of the City of Lakewood General Plan will result in a significant irreversible commitment of resources, including construction materials, water, and energy resources.

Implementation of the General Plan update does not represent a major change in the pattern of development in the City. The land use proposed in the General Plan will effectively commit existing land use for the foreseeable future and reduce the amount of land available for other uses.

Construction activities carried out in accordance with the General Plan will consume such non-renewable resources as sand, gravel, steel and renewable resources such as lumber. Energy resources will also be irretrievably committed during construction. As the City continues to grow, residents and employees will require a further commitment of energy resources in the form of natural gas and electricity generated by hydroelectric power, coal, solar, or nuclear power for utilities. Irreversible commitments of fossil fuels will also be required to support the transportation of people and goods. These commitments will be long-term obligations.

Land is another resource that will be irreversibly committed during the implementation of the proposed General Plan update. Buildout of the General Plan represents a commitment to the continued development of the City of Lakewood. Land committed to intensive uses is unlikely to revert to open space uses, even after the typical 50 to 75 year life span of the physical structures is reached, due to infrastructure and facilities that will be in place.

The intent of the City has been to develop a General Plan that would not result in significant environmental changes within the City due to the implementation. The goals, policies and objectives expressed in the General Plan are intended to seek this objective. The General Plan has been designed to limit environmental damage from development. While, these measures may not prevent or eliminate all environmental damage, and unavoidable adverse impacts of development, most potentially significant adverse impacts will be reduced to an acceptable level.

Increased development will bring more people and activities to the City of Lakewood, cause more automobile trips, and will result in increases in air pollution. While mitigation measures can reduce the amount of pollutants generated, population increases will cause the air quality to deteriorate. Similarly, increases in vehicle trips will cause traffic congestion and reduce the level of service of some roads to below acceptable levels. While, the Circulation Element contains many programs designed to keep levels of service acceptable on most roadway segments, many will operate at unacceptable levels. Some mitigation measures suggested to control air quality and traffic impacts may change over time with advances in air pollution control technology; factors such as advances in automobile emission reduction technology, are beyond the City's control.

Increased development will also result in greater demand for public services and utilities. Fire and the sheriffs department, schools, parks, libraries, and hospitals will need to increase personnel and equipment. The Plan provides for increases in these areas and contains policies

which discourage growth prior to the provision of adequate infrastructure to serve the population. Demands on public utilities will increase, resulting in the need for more water, storm drainage facilities, and solid waste disposal facilities, in addition to communication and energy needs. Development of these utilities, while minimizing the impacts to the urban environment, will cause some adverse impacts on the natural environment. The mitigation measures identified will reduce these impacts to less than significant levels. Moreover, the amount of future growth envisioned in the Draft General Plan in combination with the policies and implementation policies proposed in each element will manage future growth to effectively reduce potential impacts to acceptable levels.

Other changes to the environment may result from future development include increased levels of noise. Traffic noise and noise associated with increased activity and land use intensity will increase with the projected growth in population. Noise is an expected by-products of development and will be reduced, but not eliminated, with the mitigation measures identified. The implementation policies proposed to prevent the expected noise increases will not completely reduce potential impacts to acceptable levels.

VI.B: Cumulative Impacts

It is possible that a number of the impacts resulting from the proposed General Plan will be "cumulative." An impact is considered cumulative if its effects will be added to

those resulting from existing development and other projects. An impact that affects one part of the City of Lakewood Updated General Plan area only, for example, would not be cumulative. In accordance with State CEQA Guidelines, Section 15130(b), the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence. Elements necessary to an adequate discussion of cumulative impacts include either: (a) a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the City; or (b) a summary of projects contained in an adopted general plan or related planning document which is designed to evaluate regional or area wide conditions. In addition, the discussion must contain a summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available. Finally, the discussion of cumulative impacts must provide a reasonable analysis of the cumulative impacts of the relevant projects.

The City of Lakewood General Plan is intended to permit the retention of existing residential and commercial uses and plan for future growth desired while remaining sensitive to the community's environmental and infrastructure needs. The implementation of the updated elements of the General Plan will affect the amount and pace of growth in the community.

State CEQA guidelines (Section 15130) require the identification of public and private projects that, together with the proposed project, will cumulatively impact the environment of the region. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to other closely related past, present and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time.

Previous sections of this Draft Master EIR focused on the environmental impacts of growth and change within the City of Lakewood. However, the City of Lakewood is part of a larger region that is also growing and changing. This regional growth has broader implications on some of the environmental issues previously discussed. Several efforts are underway to analyze the

regional planning issues and policy differences between jurisdictions and agencies with the objective of resolving cumulative impacts at the subregional level.

The analysis presented in this section assesses potential environmental impacts of cumulative development with the City of Lakewood and the surrounding area. This sections attempts to outline the overall environmental effects of regional growth. The evaluation of cumulative impacts in this section of the EIR is based on several factors:

1. Several local jurisdictions were contacted regarding future development: the neighboring cities of Cerritos, Long Beach, Bellflower and others. Major projects within these jurisdictions would be considered to be projects that would have cumulative impacts on the region; and
2. Regional growth projections, prepared and adopted by the Southern California Association of Governments (SCAG) were considered.

Assessment of Growth Due to Specific Projects in Local Jurisdictions

Table III.1 in Section III, Project Description provides the list of significant related projects in the local jurisdictions surrounding the City of Lakewood. The following summarizes these related projects, by jurisdiction:

<u>Bellflower:</u>	No significant projects are currently proposed, under review, or under construction. Current and proposed projects include only minor development proposals.
<u>Hawaiian Gardens:</u>	No significant projects are currently proposed, under review, or under construction. Current and proposed projects include only minor development proposals.
<u>Cerritos:</u>	(1) Senior Citizen Housing Development - 150 "for sale" dwelling units (2) Single Family Homes - 60 single family homes (to be built in three phases)
<u>Long Beach:</u>	(1) Adult Sports Complex - El Dorado Regional Park (2) "605" Power Center - 70 acres 250,700 sq. ft. discount retail 131,600 sq. ft. home improvement retail 91,600 sq. ft. community retail <u>142,000 sq. ft. cineplex/entertainment uses</u> 615,900 sq. ft. retail uses plus an additional 400,000 sq. ft. (approx.) on 30 adjacent acres. (3) Grocery Store/Retail Center - Conceptual stage, no specific plans (4) North Long Beach Redevelopment Area - Revitalization of existing commercial and residential development (5) Los Altos Center (Bellflower, south of I-405)
<u>Signal Hill:</u>	(6) East Flank of Hilltop Development - mix of 260 single and multi-family dwelling units

Assessment of Cumulative Impacts Due to Projected Regional Growth

The Southern California Association of Governments (SCAG), the regional planning agency, prepared growth projections for each subregion, including the southwest county area that includes the City of Lakewood. SCAG's growth projections for the "Gateway Cities Sub-Region" (which includes the City of Lakewood and the surrounding incorporated and unincorporated jurisdictions) are shown in Table VI.1.

Table VI.1: SCAG Growth Projections for Gateway Cities Sub-Region

Growth Factor	1994	2020	Growth Increase (1994 to 2020)	Average Annual Increase
Population	1,969,905	2,369,267	20.3%	0.78%
Households	589,342	701,394	19.0%	0.73%
Employment	790,755	1,120,579	41.7%	1.60%

SCAG's growth projections are useful in forecasting environmental impacts. Such analysis is consistent with CEQA Guidelines Sections 15130(b) which permits a "summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area-wide conditions..." and Section 15130(b)(3) which requires a "reasonable analysis of the cumulative impacts..." The areawide or subregional setting analyzed within this section of this Master Draft EIR will consist of the incorporated and unincorporated areas of Los Angeles County. In addition, where possible, the level of cumulative impacts is quantitatively evaluated using the generation factors presented in previous sections of this Draft Master EIR. When a quantitative assessment is not possible, the level of cumulative impact is qualitatively assessed.

As shown in Table VI.1, the following conclusions can be made regarding SCAG's projections of cumulative growth in Lakewood and the surrounding area:

Population/Household: Population per household will increase slightly from 3.3 persons per household in 1994 to 3.37 persons per household in 2020.

Employment: The rate of employment increase between 1994 and 2020 (329,824 new jobs, or 41.7%) is projected to be more than that of the population increase (20.3%), the planning area will exhibit a jobs/housing ratio (1:1.6) that is greater than the theoretical balance (1.21:1) sought in SCAG's regional comprehensive planning program.

Population: The population growth through the turn of the century is expected to increase by 3.9% (from 1,969,905 to 2,046,667) but population growth between 2000 and 2010 is projected by SCAG to be at a slightly greater rate of 6.8% (increasing from 2,046,667 to 2,186,655).

The magnitude of the impacts that will result from development of the City of Lakewood and the surrounding planning areas are indicated in Table VI.2.

Appropriate mitigation measures applied by the individual cities and the County of Los Angeles, as well as special districts, and state and federal agencies in the area, can mitigate most of the

impacts to a level of insignificance. This approach is being pursued by the subregional planning

Table VI.2: Lakewood and Area-Wide Cumulative Impacts

Factor	Lakewood General Plan (2020)	Cumulative Area-Wide Impacts (2020)
Housing Units	28,003	701,394
Population	85,955	2,369,267
Employment	22,199	1,120,579
Water Consumption (gallons/day)	11,328,328	234,256,306
Wastewater Generation (gallons/day)	8,082,557	208,239,673
Solid Waste Generation (tons/day)	456,874	12,618,899
Electrical Demand (Kwh/day)	262,443,587	6,758,465,189
Natural Gas Demand (cu. ft./day)	496,368,674	5,445,189,073

efforts coordinated by SCAG. Such mitigation may consist of, but is not limited to, the implementation of measures to ensure: an adequate mix of housing; adequate infrastructure, facilities and services; and protection of the public from natural hazards (floods, fires, and seismic events). Impacts that can be mitigated to below a level of significance are indicated in Table VI.3.

Table VI.3: Summary of Significant Cumulative Impacts

Environmental Issue	Insignificant Impact	Significant but Mitigatable Impact	Significant Adverse Impact
Population		X	
Housing		X	
Land Use		X	
Transportation/Circulation			X
Noise		X	
Public Utilities		X	
Public Services		X	
Air Quality			X
Earth Resources		X	

Only two impacts --- transportation/circulation and air quality --- are considered to be significant. In each of these cases, the imposition of all mitigation measures will not reduce the level of impacts to insignificance; for example, the amount of traffic on the regional circulation system will likely continue to exceed acceptable levels of service. Similarly, the entire cumulative impact area is currently experiencing poor air quality and, even if all of the targets of the 1991 *Air Quality Management Plan* are met, the state standards for ozone and PM₁₀ will

not be achieved until after 2020.

The following is an assessment of projects proposed, pending or approved but not yet developed in the surrounding area (see Table III.1) that in conjunction with the proposed General Plan may result in cumulative impacts:

In order to assess potential cumulative impacts, the proposed Lakewood General Plan update was compared to the existing development in the City. The cumulative assessment also reflected SCAG's regional planning assumptions relative to employment and population growth. Given the long-term nature of development proposed in the General Plan, this approach yields the most comprehensive comparison. Specifically, buildout of the City in conformance with the proposed update could result in several cumulative impacts. The following is a summary of the expected environmental effects to be produced by the proposed update and cumulative growth and development in the surrounding area.

Land Use: Implementation of the proposed General Plan and related projects within the vicinity, will intensify existing land uses. The overall region is urbanized with new projects consisting of infill development, redevelopment of existing uses, and development of sites already planned for development in the land use elements of the specific jurisdiction. Cumulative land use impacts are considered significant, but not adverse, if mitigation measures adequately address potential incompatibility issues with adjacent land uses, and the projects are consistent with the policies contained in the City's General Plan.

Circulation and Traffic: Significant increases in local traffic can be expected to result from the ultimate buildout of the City per the proposed General Plan. Strategies for reducing such impacts include implementation of circulation system improvements to improve traffic flow, expansion of public transit opportunities, and imposition of transportation demand management programs. The traffic impact analysis presented in this Draft Master EIR has explicitly taken into account ambient growth in traffic that would be generated in areas outside the immediate vicinity of the proposed General Plan area. (A complete discussion of cumulative circulation and traffic impacts is included in Section IV.B of this Draft Master EIR.) The traffic impact computations for the cumulative base conditions have addressed the impacts of through traffic from other areas passing through the proposed General Plan area. Traffic from the proposed development levels has been added to this base to arrive at a total cumulative effect. Under worst case conditions with proposed mitigation, four of the six intersections assessed as part of this Draft Master EIR would operate at unacceptable levels of service.

Air Quality: A significant adverse impact on ambient air quality can be expected to result from increased traffic and energy consumption caused by cumulative growth. The City of Lakewood is located in the South Coast Air Basin, an area that is a non-attainment area for carbon monoxide (CO), oxides of nitrogen (NOx), organic gases (ROG) and fine particulate matter (PM10). Continued development in the basin, including development within the City of Lakewood, will result in continued incremental degradation of local and regional air quality. Development-related air pollution emissions come from a variety of sources including: (a) on-site combustion of natural gas; (b) emissions from vehicles traveling to, from and within the City and the region; and (c) the combustion of fuels at power plants to produce electrical power used in the City and the region. Emissions from construction activities are generally considered to be locally significant but cumulatively not significant because of their short-term duration. Although air pollution emissions are expected to significantly

reduce air pollution emissions in the future, the cumulative air quality impacts expected to result from cumulative development will be significant, particularly in light of the basin's non-attainment status. Adherence to SCAQMD's rules and regulations, and additional mitigation measures identified in Section IV.C of this Draft Master EIR could be applied to these projects to lessen cumulative impacts. However, even with implementation of these mitigation measures, cumulative air quality impacts are considered unavoidable and significant.

Impacts resulting from implementation of the General Plan would be significant and unmitigable, thus, it is anticipated that the additional development of related projects within the vicinity would increase the levels of pollutants and be considered a significant adverse impact. However, individual projects on the list of related projects will undergo environmental review that may require imposition of mitigation measures and a mitigation monitoring program.

Noise: Traffic volume changes that combine the effect of local traffic with through traffic have been addressed in the noise impact analysis. The combined effect of these traffic sources would not produce discernible noise changes.

Housing and Population: Consistent with regional policies for population and housing, it is the intent of the City to permit increased residential development and job growth that are targeted to meet local community needs. The proposed General Plan update, in conjunction with other proposed projects in the Lakewood area, will result in a cumulative increase in the housing supply and job capacity in the area (as shown in Table IV.E.2).

Public Services: Public services, such as fire and police services are not anticipated to experience adverse impacts as a result of cumulative development, as the cumulative development would occur beyond the jurisdiction of the City's service providers. The individual cities would be responsible for the impacts which could result from developments within their cities. Parks and recreation facilities would also not be adversely affected by cumulative development. As identified in Section IV.F, there are sufficient parks and recreation facilities to meet the needs of future residents. Additionally, one of the cumulative projects is the improvement and development of recreational facilities within the City of Long Beach.

School systems serving Lakewood would not be anticipated to experience overcrowding due to the additional student generation figures, as the majority of cumulative residential uses would be located within Signal Hill. Future development is anticipated over 25 year period and thus, new students would be accommodated incrementally. Additionally, approximately two-thirds of the schools within the City of Lakewood are operating below capacity. Under the City of Lakewood Updated General Plan, generation of 515 additional students (all grade levels) is anticipated. The total increase anticipated in student enrollment due to development generated by the proposed General Plan and by related projects in the vicinity is not anticipated to have a significant impact on school district operations.

Utilities: Development resulting from build-out of the proposed General Plan update and identified related projects (as identified Table III.1 in Section III of this Master EIR) in the vicinity would result in the following increase in demand for utilities over existing uses:

<u>Utility</u>	<u>Amount</u>	<u>Unit</u>
Water	1,757,871	gpd
Sewers	1,349,632	gpd
Solid Waste	128,109	lb/day
Electricity	170,138	KWh/day
Natural Gas	2,580,727	cf/day

Earth Resources: Additional development in Lakewood and the surrounding areas will expose more people to the potential for seismic shaking as a result of earthquakes on nearby faults. However, if the most recent standards in the Uniform Building Code are applied to each project, then these cumulative impacts will be significant, but adequately mitigated.

The City and surrounding areas are located in the Los Angeles Basin. Since the City of Lakewood is relatively flat, grading to construct building pads for area development will not remove any significant landforms and cumulative impacts to landforms and topography will be insignificant.

IV.C: Growth-Inducing Impacts

Growth-inducing impacts can be either direct or indirect. Direct growth-inducing impacts are generally associated with the provision of services, such as utilities, improved roadways, and police protection to undeveloped or rural areas. The provision of these services allows new residential, commercial, and industrial development to occur more easily, and can induce landowners to convert their property to more intensive uses. Direct growth-inducing impacts due to the adoption and subsequent implementation of the General Plan update are expected to be minimal due to the substantially built-out character of the City and the surrounding jurisdictions. The proposed update will not require substantial alterations of the area's utility delivery systems, major roadways and other infrastructure.

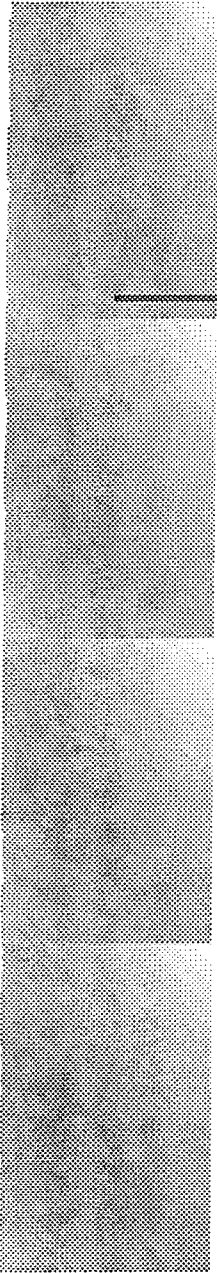
Indirect, or secondary, growth-inducing impacts consist of growth induced by the additional demand for housing, goods, and support services associated with the population associated with the population or employment increases caused by, or attracted to, growth. In general, the implementation of the General Plan will retain the City's relatively low-density, single-family residential character, while continuing the existing more intense residential and commercial uses on the City's major arterial roadways. Future development will induce short-term construction employment as well as long-term employment in commercial land uses. Additional employment opportunities in the City will create a demand for housing. Provision of public services throughout the City will encourage residential and commercial construction, which will increase the local population and employment bases. The intensification of land uses will foster increases in water consumption as well as the generation of solid waste, as well as other impacts assessed in Section IV of this Draft Master EIR.

Approval of the proposed City of Lakewood Updated General Plan is intended by the City to induce growth within the City consistent with existing land uses, the availability of public services and utilities and identified environmental constraints. The proposed General Plan represents a tool for both the protection of the City's residential character as to stimulate economic growth, specifically the expansion of employment opportunities through commercial development. Development in the City as proposed will provide short-term construction jobs and create long-term employment to support the resident population. The total construction force needed at any given time will not be significant, as the new development in the planning

area is anticipated to proceed in an incremental manner over the next several decades. The majority of this labor force is likely to commute to the City of Lakewood from within the south bay communities of the County of Los Angeles.

Future development in the City will contribute to continued population increases in the planning area. Based on the Southern California Association of Government's *Comprehensive Management Plan*, the proposed General Plan update will result in a positive jobs/housing balance, and will thus contribute to balancing jobs with the resident population. Due to the significant imbalance between jobs and housing, the Lakewood area is a net jobs importer. The development of new jobs in the Lakewood area will likely not induce unanticipated new population growth, because a significant number of existing residents will simply take new jobs closer to home, and because the jobs development is otherwise consistent with the Lakewood General Plan as discussed throughout this document. The exact extent residents will take new jobs is not calculable at this time, because there is not enough detailed information relative to the kinds of jobs that would be created.

The proposed City of Lakewood Updated General Plan will not extend infrastructure (such as roads, utilities and public facilities) beyond that already required to meet the needs of existing development in the planning area. In fact, most of the infrastructure necessary for future development within the City of Lakewood is already in-place. In addition, the planning area is surrounded by existing developed area; the proposed General Plan will not introduce a new land use that will induce changes to the surrounding area.



Section VII References

General Plan Update
Final Master EIR

City of Lakewood

Section VII
References, Persons Contacted and
Preparers of the Draft Master EIR

VII.A: Reference Material

1. Technical Background Report, Community Development Department - City of Lakewood; 1993-1995.
2. California Department of Finance, Demographics Research Unit. *Los Angeles County Population and Housing Estimates*. January 1992.
3. City of Los Angeles. *City of Los Angeles EIR Guidelines*. 1979
4. Southern California Association of Governments. *Southern California 2020 A Preliminary Growth Forecast Regional Overview* (Working Draft). May 15, 1995
5. Southern California Edison. "Common Forecasting Methodology VI, Demand Forecast," 1985.
6. United States Department of Commerce, Economics and Statistics Administration, Bureau of the Census. *1980 Census of Population and Housing*. 1980
7. United States Department of Commerce, Economics and Statistics Administration, Bureau of the Census. *1990 Census of Population and Housing*. 1990

VII.B: Persons Contacted

1. Marvin Cavanaugh, Captain, Lakewood Sheriff Station.
2. Joseph Columbo, Planning Director, City of Hawaiian Gardens.
3. Torrey Contreras, Advance Planner, City of Cerritos.
4. W. Andrew Dunn, Director of Facilities, ABC Unified School District.
5. Gerhardt Felgemaker, Manager of Community and Environmental Planning, City of Long Beach.
6. Maria Garcia, Planning Services Manager, City of Bellflower.
7. Victor Gonzalez, Executive Assistant, City of Bellflower.

8. Joan M. Hoesterey, Management/Planning Assistant, City of La Palma.
9. David Kuehn, Associate Planner, City of Signal Hill.
10. Javier Minjares, Southern California Association of Governments.
11. Jay Saltzberg, Community Development Manager, City of Paramount.
12. Terry Stewart, Planning Assistant, City of Artesia.

VII.C: Preparers of the Draft Master EIR

Consultants to the City of Lakewood Community Development Department:

Harland Bartholomew & Associates, Inc. (HBA)

199 South Los Robles Ave., Suite 300
Pasadena , California 91101
(818) 585-6300

Frank B. Wein, AICP	Project Director
Shayne Reich Lipsey	Project Planner

Parsons Engineering Science, Inc.

199 South Los Robles Avenue, Suite 400
Pasadena , California 91101
(818) 585-6000

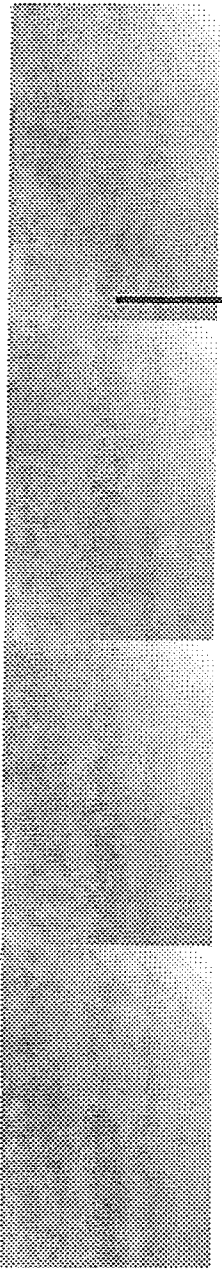
Robert Woo	Acoustical Engineer
Smita Deshpande	Environmental Scientist

Lead Agency Staff:

City of Lakewood

Community Development Department
5050 North Clark Avenue
Lakewood, California

Charles K. Ebner, AICP	Director
Jack R. Gonsalves	Assistant Director
Scnia Dias Southwell	Senior Planner
David J. See	Assistant Planner
Paul J. Kuykendall	Planning Technician



Section VIII

Comments on Draft Master EIR and Responses to Comments

General Plan Update
Final Master EIR

City of Lakewood

VIII . COMMENTS ON DRAFT MASTER EIR AND RESPONSES TO COMMENTS

The Draft Master EIR was circulated for public review for 45 days to the following public agencies:

- California Office of Planning and Research (State Clearinghouse)
- Southern California Association of Governments (SCAG)
- L.A. County Metropolitan Transportation Authority (MTA)
- Long Beach Transit
- Department of Planning and Building - City of Long Beach
- Department of Regional Planning - County of Los Angeles
- County of Los Angeles Mosquito Abatement District
- Agricultural Commissioner - County of Los Angeles (Weed Abatement District)
- County of Los Angeles - Department of Public Works
- County of Los Angeles Sanitation Districts
- Los Angeles County Local Agency Formation Commission
- County of Los Angeles Sheriffs Department - Lakewood Station
- State of California Forestry Division
- Office of the City Manager - City of Long Beach
- Paramount Unified School District
- Director of Facilities - ABC Unified School District
- Long Beach Unified School District - Facilities Director
- Bellflower Unified School District
- Southern California Water Company
- Metropolitan Water District of Southern California (MWD)
- South Coast Air Quality Management District (SCAQMD)
- Pacific Coast Campus - Long Beach Community College District
- Cerritos Community College District
- Compton Community College District
- Office of the City Manager - City of Artesia
- Office of the City Manager - City of Bellflower
- Office of the City Manager - City of Cerritos
- Office of the City Manager - City of Hawaiian Gardens
- City of Los Angeles Dept. of Water and Power
- Southern California Edison
- Southern California Gas Company

Comments on the Draft Master EIR were received by the City of Lakewood from the following agencies:

- County of Los Angeles Sheriff's Department
- County of Los Angeles Department of Agricultural Commission
- Long Beach Unified School District
- Southern California Association of Governments (SCAG)
- Southern California Gas Company
- City of Bellflower
- Metropolitan Water District of Southern California (MWD)
- Los Angeles County Metropolitan Transportation Authority (MTA)
- County Sanitation Districts of Los Angeles County
- Orange County Transportation Authority (OCTA)

- California Office of Planning and Research (State Clearinghouse)
- California Department of Transportation (Caltrans)
- City of Los Angeles Department of Water and Power (DWP)
- ABC Unified School District

Copies of the letters received by the City are provided on the following pages. Responses to comments to each letter are provided immediately following the letter. Changes to the text of the Draft Master EIR to respond to comments are provided in the preceding text of the Final Master EIR and are indicated in ~~redline~~ for additions and in ~~strikeout~~ for deletions.

In addition, the Draft Master EIR has been subject to public comment at public hearings conducted by the City's Planning Commission and City Council. Following the written comments received from responsible agencies are summaries of comments received during these public hearings; responses to these oral comments are also provided and, if necessary, reflected in the text of the Final Master EIR.

17R1561N26A - SH-AD-32A (2/72) -

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT

DATE: September 10, 1996

OFFICE CORRESPONDENCE

FILE NO.

FROM:  MARILYN O. CAVANAUGH, CAPTAIN
LAKEWOOD STATION

TO: CHARLES K. EBNER
DIRECTOR OF COMMUNITY
DEVELOPMENT DEPARTMENT
CITY OF LAKEWOOD

SUBJECT: CITY OF LAKEWOOD'S GENERAL ENVIRONMENTAL PLAN

This memo is to inform you that we have no further additions or corrections to the memo in the Draft Master Environmental Impact Report.

If you have any further questions please feel free to call me or Sergeant Joe Maxey at 310-866-9061.

MOC:cgh

Response to Comments from Sheriff's Department

No response necessary.

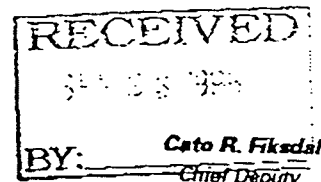


E. Leon Spaugy
Agricultural Commissioner /
Director of Weights and Measures

COUNTY OF LOS ANGELES

Department of
Agricultural Commissioner
and Weights and Measures

3400 La Madera Avenue
El Monte, California 91732
(818) 575-5466



September 11, 1996

Charles K. Ebner
Director, Community Development
City of Lakewood
Lakewood, CA 90712

Re: Draft Environmental Impact Report for the General Plan Update

Dear Mr. Ebner:

The above referenced Draft EIR has been reviewed by our agency. We currently have no concerns regarding the plan since any agricultural land use does not appear to be impacted.

If I can be of further assistance, please let me know.

Sincerely,

E. Leon Spaugy
E. Leon Spaugy
Agricultural Commissioner
Director of Weights and Measures
Los Angeles County

By: Robert G. Dunbar
Deputy Director

Response to Comments from Dept. of Agricultural Commissioner

No response to comments necessary.



BUSINESS DEPARTMENT - Business Services
Facility Planning and Management Branch
2425 Webster Ave., Long Beach, CA 90810
(310) 595-9574 FAX (310) 595-8644

RECEIVED
SEP 18 1996

September 11, 1996

Mr. Jack Gonzalves
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

SUBJECT: RESPONSE TO DRAFT ENVIRONMENT IMPACT REPORT FOR THE
GENERAL PLAN UPDATE

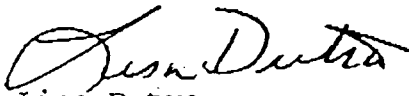
Dear Mr. Gonzalves:

Thank you for the opportunity to respond to the Draft Environment Impact Report for the General Plan Update.

As mentioned in my letter of July 16, 1996, regarding the update of the city's general plan, changes in existing housing and commercial properties could impact educational facilities and the overall operation of school sites. Schools within the Long Beach Unified School District are currently operating at capacity. It is probable that this project will have an impact on schools within the district. The District's 1995-96 K-12 enrollment of 80,301 exceeds the District's adequate capacity by 6,736 seats; obviously, any additional growth in enrollment will have an impact on the District's ability to provide adequate housing for its students. The recent reduction in class size from 31:0 to 20:1 in the first grade and other forecasted reductions in primary grades for the next school year have exacerbated the facilities issue.

As you move forward with the individual projects as outlined in the EIR and general plan, please keep my office informed so that we may work together to smooth out any possible misunderstandings. Again, thank you for the opportunity to respond to the draft environment impact report. Please call at the above number should you require further information or have any questions.

Sincerely,


Lisa Dutra
Facilities Director

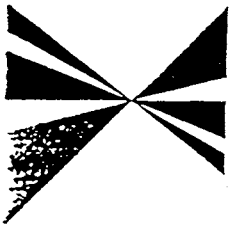
LD/jn

pc: Tomio Nishimura

Response to Comments from Long Beach Unified School District

Comments acknowledged. As identified in the Draft General Plan update, the City of Lakewood will continue to work with the local public school districts to ensure that future projects can be served by the local school facilities without creating unavoidable adverse impacts.

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

328 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

County of Los Angeles: Mayor Pro Tem Dick Kelly,
Palm Desert • First Vice President: Supervisor
Yvonne Brathwaite Burke, Los Angeles County •
Second Vice President: Mayor Bob Bartlett,
City of Monterey • Immediate Past President:
Mayor Bob Buser, Riverside

County of Imperial: Sam Sharp, Imperial County
David Dillon, El Centro

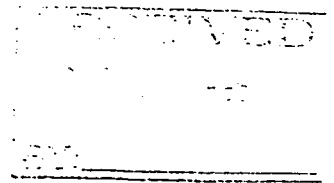
County of Los Angeles: Yvonne Brathwaite Burke,
Los Angeles County • Richard Alarcon, Los Angeles
• David Alarcon, Los Angeles • Eileen Anaya,
Long Beach • Bob Barden, Monterey • George
Bass, Bell • Hal Berman, Los Angeles • Sue Bauer,
Glendale • Marvin Braude, Los Angeles • Robert
Brunch, Rosemead • Laura Chick, Los Angeles •
• Crawley, Cerritos • Joe Dawidziak, Redondo
Beach • Doug Drummond, Long Beach • John
Dunne, Los Angeles • Michael Feuer, Los Angeles •
• Foley, Calabasas • Ruth Galanter, Los Angeles
• Eileen Givens, Glendale • Jackie Goldberg, Los
Angeles • Garland Hardeman, Inglewood • Mike
Hendrix, Los Angeles • Nate Holden, Los
Angeles • Abbe Land, West Hollywood • Barbara
Lara, Alhambra • David Myers, Palmdale •
• Nakano, Torrance • Jenny Oropeza, Long
Beach • Beatrice Proo, Pico Rivera • Mark Ridley-
Thomas, Los Angeles • Richard Riordan, Los
Angeles • Albert Robles, South Gate • Marcine
Shannon, Compton • Ray Smith, Bellflower • Rudy
Smith, Los Angeles • Joel Wachs, Los Angeles •
• Wilkins, Los Angeles • Judy Wright, Claremont
• Paul Zee, South Pasadena

County of Orange: Marian Bergeson, Orange
• Ron Bates, Los Alamitos • Art Brown,
Orange • Jan Debus, Newport Beach • Richard
Dunne, Lake Forest • Sandra Genis, Costa Mesa •
• Haggard, San Clemente • Bev Perry, Brea

County of Riverside: Bob Buser, Riverside
County • Dennis Dranger, Calimesa • Dick Kelly,
Palm Desert • Ron Lowridge, Riverside • Tom
Mullins, Temecula

County of San Bernardino: Larry Walker, San
Bernardino County • Jim Bagley, Twentynine Palms
• George Bennett, Colton • David Edelman,
Fontana • Tom Minor, San Bernardino • Gwendolyn
Perry, Chino Hills • Robert Nolan, Upland

County of Ventura: Judy Mikel, Ventura County •
• Andrew Isa, Thousand Oaks • Stan Daily, Camarillo
• John Nelson, Santa Paula



October 10, 1996

Mr. Charles K. Ebner, Director
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

RE: Comments on the Draft Environmental Impact Report
(DEIR) for the Lakewood General Plan Update
SCAG No. I 9600327

Dear Mr. Ebner:

Thank you for submitting the DEIR for the Lakewood General Plan Update to SCAG for review and comment. As the areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans. The attached comments are based in part upon state and federal mandates, as noted herein. If you have any questions regarding the attached comments, please contact Bill Boyd at (213) 236-1963.

Sincerely,

VIVIANE DOCHE-BOULOS
Manager, Intergovernmental Review

COMMENTS ON THE DEIR FOR THE LAKEWOOD GENERAL PLAN UPDATE

PROJECT DESCRIPTION

The City of Lakewood is located in the greater Los Angeles metropolitan area, approximately 20 miles southeast of the Los Angeles civic center. Lakewood, a fully urbanized city, is contiguous to the jurisdictions of Bellflower and Cerritos on the north, Cypress on the east, Hawaiian Gardens and Long Beach on the south, and Long Beach on the west.

Lakewood's predominant land use is residential. The City is essentially a built-out community with only 0.5 percent of its total area being vacant in 1994.

The proposed project is the adoption of an update of the City's General Plan, including the following elements: land use; noise; safety; open space; conservation; circulation; recreation and community services; and economic development. The proposed update is the City's first comprehensive update of the General Plan since 1970.

INTRODUCTION TO SCAG REVIEW PROCESS The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management, Regional Mobility (being a summary of the 1994 Regional Mobility Element), policies in the Air Quality chapter, along with the Hazardous Waste Management and Water Quality chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements¹. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management and portions of the Air Quality chapter. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the policies applicable to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the project with those policies.

¹ See Endnote.

III. CONSISTENCY WITH THE CORE CHAPTERS OF THE REGIONAL COMPREHENSIVE PLAN AND GUIDE

A. The Growth Management Chapter (GMC) includes both core and ancillary policies that are particularly applicable to this proposed Water Quality Improvement Program. The GMC policies relate to the three RCPG goals: to improve the regional standard of living, to maintain the regional quality of life, and to provide social, political, and cultural equity. To achieve these goals, SCAG encourages the development of urban forms that enable individuals to spend less income on housing, minimize public and private development costs, and that enable the private sector to be more competitive, thereby strengthening the regional economy. Attaining mobility and clean air goals is also critical in enhancing the quality of life in the region and can be achieved through the development of urban forms that accommodate a diversity of lifestyles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities. Lastly, SCAG encourages the development of urban forms that avoid economic and social polarization and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the following policies is intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

1. Core Growth Management Policies

- 3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments: As SCAG has designated subregions, the City of Lakewood is situated within the Southeast Los Angeles County (SELAC) subregion. The GMC forecasts for population, housing, and employment have come about through an interactive process involving SCAG staff, SELAC, and SELAC member agencies. Although the demographic projections stated in the DEIR are slightly lower than those contained in SCAG's RCPG, between two percent in the year 1994 and less than one half of one percent in the year 2020, SCAG staff concurs with the statement in the DEIR that the Plan is general consistent with SCAG's growth projections.

2. Ancillary Growth Management Policies

- 3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

SCAG staff response: The proposed General Plan update states that the recycling of underutilized residential lots for higher density use, have and will continue to contribute to the City's economic vitality. In addition, the DEIR contains specific five economic development goals, along with eleven policies, and six implementation programs.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in*

job-rich subregions and job growth in housing-rich subregions.

SCAG staff response: As previously mentioned, the City of Lakewood is 99.5 percent built out. This allows minimal opportunity to change the character of this residential community.

3.15 Support local jurisdiction's strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.

SCAG staff response: The proposed General Plan Update contains a policy to "encourage industrial and commercial projects in underutilized areas which will make a positive contribution toward the jobs/housing balance, abating local and regional traffic congestion". The DEIR also contains several other policies that would encourage future infill development.

3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

SCAG staff response: The DEIR states that the proposed General Plan Update would increase the demand for public utilities in the City of Lakewood. SCAG encourages continued close cooperation and coordination between the City and service providers to assure the immediate and long-term availability of facilities and services.

The Regional Mobility Element (RME) also has policies pertinent to this proposed project². This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

4.01 Promote Transportation Demand Management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.

4.03 Support the extension of TDM program implementation to non-commute trips for public and private sector activities.

4.04 Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.

² See Endnote.

4.05 Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.

4.20 Expanded transportation system management by local jurisdictions will be encouraged.

4.27 Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.

SCAG staff comments: As stated earlier, the DEIR and the proposed General Plan Update include numerous measures that address the goals of the Regional Mobility Chapter. Of particular relevance are the following:

- ...facilitate an accessible, efficient public transit system as a viable alternative to the automobile.
- ...apply TDM measures to all non-residential developments greater than 25,000 square feet.
- ...facilitate convenient and safe pedestrian, bicycle and other modes of transportation that decrease dependence upon motorized vehicles.

CONCLUSIONS

As described in the DEIR, the City of Lakewood's General Plan Update appears to be generally consistent with the relevant policies of the Regional Comprehensive Plan and Guide.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed redevelopment project should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

The Gas Company®

Orange Coast Region

October 1, 1985



City of Lakewood
Community Development Department
5050 North Clark Avenue
Lakewood, CA 90712

Attention: Charles K. Ebner

**Southern California
Gas Company**

Mailing Address:
Box 3334
Anaheim, CA
92803-3334

Subject: Draft Environmental Impact Report for the General Plan Update. (SCH. # 96061007)

This letter is not to be interpreted as a contractual commitment to serve the City of Lakewood, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities in the City of Lakewood. Gas service to the City of Lakewood can be served by existing mains without any significant impact on the environment. The service would be in accordance with the company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. Should these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Residential System Area Average)

Yearly

Single-Family
Multi-Family Units

750 therms/year/average unit
475 therms/year/average unit

These averages are based on total gas consumption in residential units served by Southern California Gas Company during 1983 and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy.

Response to Comments from the Southern California Association of Governments (SCAG)

Response to Comment 1 (Core Growth Management Policies): No response necessary. As noted by SCAG, the proposed General Plan update is, in general, consistent with SCAG's adopted growth projections.

Response to Comment 2 (Ancillary Growth Management Policies): No response necessary. SCAG concurs that the analysis in the Draft Master EIR provides recommended mitigation measures, relying on goals and policies in the proposed General Plan update, that are consistent with the SCAG's adopted regional plans.

Response to Comment 3 (Conclusions): No response necessary. The City of Lakewood is committed to implementation of the General Plan's goals and objectives including, as required by CEQA, a Mitigation Monitoring Program.

The Gas Company®

Orange Coast Region

Page 2



Estimates of gas usage for non-residential projects are developed on an individual basis and are obtained from a Market Services Staff representative by calling 1(800)427-2000.

We have developed several programs which are available, upon request, to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy programs, please contact this office for assistance.

Sincerely,



Robert S. Worth
Technical Supervisor

**Southern California
Gas Company**

Mailing Address:

Box 3334

Anaheim, CA

92803-3334

KRC

EIRRESO.DOC

Response to Comments from the Gas Company

Response: The comment from the Gas Company provides additional information and the offer of technical assistance for the implementation of specific projects consistent with the General Plan. Information provided in the comment is consistent with the information provided in the Draft Master EIR; no additional response is necessary.



CITY OF BELLFLOWER

16600 CIVIC CENTER DRIVE
BELLFLOWER, CALIFORNIA 90706-5494
(310) 804-1424

October 10, 1996

Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

Att: Mr. Charles K. Ebner, Community Development Director

Re: Draft Environmental Impact Report for the General Plan Update

Dear Mr. Ebner:

Thank you for sending the City of Bellflower the Draft Environmental Impact Report for the Lakewood General Plan update. Listed below are comments which should be addressed in the final Environmental Impact Report:

Table IV.A.6 indicates that due to the proposed General Plan update, the number of potential residential build-out will reach approximately 28,003 units by the year 2020. As a result, the Lakewood population is expected to increase by approximately 10,831 at build-out. Such a population growth will have an impact on school facilities within the City of Bellflower School District, as well as Lakewood.

Currently, 35% of Lakewood students attend the Bellflower School District. The first paragraph of page IV - 119 states that "the information for Bellflower Unified School District indicates that the schools with a high number of Lakewood residents all exceed capacity." Also, it was noted that between 1980 and 1990, the population of the "0-4 year old" age group increased by 7.9%. In addition, the Bellflower General Plan Housing Element (adopted April 24, 1995) indicates that between 1980 and 1990, the Bellflower population has become younger with a majority of its new and existing residents being under 14 years old and of child bearing/rearing age (age 25 to 44)." Such an increase in the population of residents who are of schooling age will also alter the demand for additional housing and school facilities within the City of Bellflower.

The City of Bellflower recognizes the need to provide additional housing opportunities. However, since population growths are irreversible impacts, the City of Bellflower feels that mitigation measures should be included in order to address future plans and goals to accommodate the expected student growth.

Sincerely,

Clara E. Nunez
Assistant Planner

c:\en\weir.wp

RAY T. SMITH
Mayor

KEN CLEVELAND
Mayor Pro Tem

RANDY BOMGAARS
Councilman

RUTH GILSON
Councilwoman

ART OLIVIER
Councilman

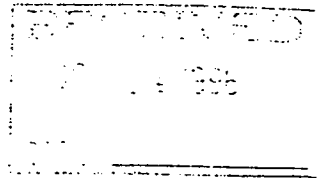
Response to Comments from the City of Bellflower

Response: The comments from the City of Bellflower are consistent with the analysis and conclusions presented in the Draft Master EIR. The City of Lakewood, as expressed in the Draft Master EIR, recognizes the continuing demand on public schools in the City's service area and the potential increase in demand due to increased population following the adoption and implementation of the General Plan update. The mitigation measures presented in the Master EIR are those measures that the City has control for implementation and monitoring. No other mitigation measures are available to the City of Lakewood.



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA



Office of the General Manager

October 10, 1996

Mr. Charles K. Ebner, Director
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

Dear Mr. Ebner:

**Draft Master Environmental Impact Report for the
Proposed General Plan Update for the City of Lakewood**

We have received the Draft Master Environmental Impact Report (Draft EIR) for the Proposed General Plan Update for the City of Lakewood (City). The proposed project entails the adoption of an update of the City's General Plan, including ten elements. In total, the proposed changes to the Land Use Element and the corresponding changes to the other elements of the General Plan would result in the following increases from existing land uses: 1,149 additional dwelling units; 1,777,436 square feet of additional commercial space; and 3,465,982 square feet of additional industrial development space. The comments herein represent the response of The Metropolitan Water District of Southern California (Metropolitan) as a potentially affected public agency.

Our review of the Draft EIR indicates that Metropolitan's South Coast Feeder and Second Lower Feeder are in the area of the proposed project. The enclosed map shows Metropolitan's facilities in relation to the proposed project. It will be necessary for the City to consider these facilities in its project planning.

In order to avoid potential conflicts with Metropolitan's facilities, we request that preliminary engineering design drawings or improvement plans for any activity in the area of Metropolitan's pipelines and rights-of-way be submitted for our review and written approval. You may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist you in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Mr. Charles K. Ebner

-2-

October 10, 1996

Metropolitan requests that the project proponent analyze the consistency of the proposed project with the growth management plan adopted by the Southern California Association of Governments (SCAG). Metropolitan uses SCAG's population, housing and employment projections to determine future water demand. Development above these forecast provisions may increase demand on Metropolitan's resources and facilities beyond that anticipated.

Additionally, Metropolitan encourages projects within its service area to include water conservation measures. While Metropolitan continues to build new supplies and develop means for more efficient use of current resources, projected population and economic growth will increase demands on the current system. Water conservation, reclaimed water use, and groundwater recharge programs are integral components to regional water supply planning. Metropolitan supports mitigation measures such as using water efficient fixtures, drought tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

We appreciate the opportunity to provide input to your planning process. If we can be of further assistance, please contact me at (213) 217-6242.

Very truly yours,

A handwritten signature in cursive script that reads "Laura J. Simonek". The signature is written in dark ink and is positioned above the printed name and title.

Laura J. Simonek
Principal Environmental Specialist

MME:cl

Enclosures

Response to Comments from the MWD

Response to Comment 1: The City recognizes the need to consider existing and planned MWD facilities serving the City and surrounding area. The City will continue to submit the necessary material(s) for review by MWD for projects affecting MWD facilities, pipelines and rights-of-way.

Response to Comment 2: The Draft Master EIR clearly notes the consistency between the City's projected growth for the proposed General Plan update; see, also, the response from SCAG provided on pages VIII-2 through VIII-5 of this section.

Response to Comment 3: The General Plan update includes several policies to encourage water conservation. The Master EIR's analysis of potential impacts reflects the effectiveness of the Plan's proposals to reduce potential impacts to less than significant levels. No additional information or response is necessary.

MTA MOBILITY/AIR QUALI Fax:213-922-2849

Oct 17 '96 15:21 P.01



Los Angeles County
Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012

213.922.6000

Mailing Address:
P.O. Box 194
Los Angeles, CA 90053

Charles K. Ebner,
Director, Community Develc
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Post-it* Fax Note 7671		Date	# of pages 11
To Chuck Ebner		From Bill LUNDGREN	
Co/Dept		Co. WTA	
Phone #		Phone # 213 922 7658	
Fax # 310-461-3602		Fax # 213 922 2849	

Subject: Draft EIR for the City of Lakewood General Plan Update

Dear Mr. Ebner:

We appreciate the opportunity to review the above Draft Environmental Impact Report and to provide comments.

1. Congestion Management Program. The Draft EIR does not conform to requirements of the *Los Angeles County Congestion Management Program (CMP)*

In 1993 the City of Lakewood, as did all Los Angeles County municipalities, adopted the CMP Land Use Analysis Program, requiring that EIRs incorporate an analysis of potential project impact(s) on the CMP regional highway and transit networks. The CMP also requires that EIR preparation be done in consultation with affected transit operators and that the EIR contain a thorough analysis of transit impacts. The Transportation Impact Analysis (TIA) guidelines contained in the adopted 1995 CMP (Appendix D) provide a detailed discussion of issues that are required to be addressed. These guidelines should have been consulted during preparation of this Draft EIR, as most of the required analysis of regional system impacts was omitted from the Draft EIR. The City intends to use this EIR as a Master, or Tiered EIR, to facilitate future project-level environmental assessments. To achieve that goal it is very important that this EIR conform to local, regional and state requirements that EIRs contain analysis of the project's impacts to regional transportation (roadway and transit) systems. It would appear that the best course of action for the City would be to recirculate the Draft EIR with the required CMP Traffic Impact and Transit Impact Analyses included.

Charles Ebner

10/17/96

Page 2

A. 1995 CMP TIA Guidelines. To comply with the CMP TIA Guidelines the EIR must include the following:

- 1) An analysis of potential project impacts on the regional CMP highway and freeway system, including:
- 2) An examination of the CMP arterial and freeway monitoring locations in the study area, as defined in the TIA Guidelines;
- 3) Documentation of existing traffic conditions including traffic volumes, LOS, and projections of background traffic growth, as described in the TIA Guidelines;
- 4) Projections of proposed project traffic generation;
- 5) Projections of trip distribution consistent with the TIA procedures;
- 6) Project impact analysis, including intersection LOS, freeway segment analysis, and transit impact analysis, and;
- 7) Identification and evaluation of mitigation measures for significant impacts on the CMP system, including fair share cost estimates and implementation responsibilities.
- 8) If the EIR concludes that project impacts will be mitigated by future regional transportation improvements, such as rail transit or high occupancy vehicles, the EIR must document any project contribution to the improvement and the means by which project generated trips will access the regional facility.
- 9) If the EIR assumes or concludes that project impacts will be reduced through implementation of TDM measures, the EIR must substantiate these conclusions and list the specific actions to be implemented by the project.

An analysis of potential impacts on local and regional transit, including:

- 10) A summary of existing transit services in the project area;
- 11) Trip generation and mode assignment information for both a.m and p.m peak hour periods, as well as daily. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods;
- 12) Documentation on the assumptions/analyses that were used to determine the number/percent of trips assigned to transit;
- 13) Information on facilities and/or programs that will be incorporated in project development plans that will encourage public transit use. Include not only the jurisdiction's TDM Ordinance measures, but other project specific measures, and;
- 14) Expected transit impacts and proposed mitigation measures.

B. CMP Credit Opportunities. General Plan updates such as that proposed by the City of Lakewood offer a unique opportunity for meeting annual deficiency plan requirements under the CMP. Through 1995, the City has a positive credit balance of 5,685 points, which can be used to off-set the impacts (debits) of future growth within

Charles Ebner

10/17/96

Page 3

the City. The projected net increase of 1,149 dwelling units, 1.78 million square feet of commercial building footage and 3.47 million square feet of industrial building footage will generate approximately 57,600 debits through the year 2020¹.

Under the requirements of the CMP, these debits need to be off-set by improvements or programs (credits) undertaken by the City (either directly or through requirements it places on the developers). While the debits do not accrue until building permits are actually issued for the new development, the City can use its long range general plan to establish a program that ensures future compliance with the CMP. Appendix G of the 1995 CMP lists the mitigation strategies which give the City credits. To take advantage of the opportunity to receive CMP credit, we recommend that the EIR evaluate the potential for including CMP approved strategies as project mitigation measures. In most cases, credits are received at the planning stage, which this general plan project represents. These strategies are summarized below:

- 1) *Land use strategies* focus on integrating complementary land uses and on concentrating activity in areas that can be effectively served by transit.
- 2) *Capital improvement strategies* such as highway improvements can reduce delays by increasing the capacity for vehicle movement. Improvements to roadways included in the CMP network receive more credit than other facilities.
- 3) *Transportation Systems Management strategies* improve operational efficiency of the highway system without significantly increasing right-of-way requirements and at costs significantly lower than capital improvements.
- 4) *Transit Service strategies* encourage more efficient use of the highway system by providing high occupancy vehicle service.
- 5) *Transportation Demand Management strategies* reduce the demand for automobile use by encouraging travel by modes other than driving alone.

3. Other DEIR Comments.

- A. **Lakewood Boulevard (SR19).** This major arterial street is included in the CMP regional roadway network, and Lakewood's intersections with Carson and South Streets are CMP monitoring sites; yet, traffic conditions on Lakewood Boulevard are not discussed in the DEIR.
- B. **Interstates 405 and 605.** The City of Lakewood is served by two interstate freeways, yet the Draft EIR all but ignores this fact. Impacts to the freeways from projected growth must be assessed in accordance with the TIA Guidelines referenced earlier.
- C. **Transit Impact Analysis.** While the Draft EIR provides a general discussion of the number of bus lines provided by the MTA, OCTA and Long Beach Transit, the lines are not identified, nor is any analysis of potential transit service impact provided. As indicated earlier, transit impact analysis is required by the CMP and must conform at

1 Based on the average residential debit value of 5.78/unit, and the average commercial (small retail, large retail and medium office) debit value of 16.84/1000, and the industrial debit value of 6.08/1000.

MTA MOBILITY/AIR QUALI Fax:213-922-2849

Oct 17 '96 15:22 P.04

Charles Ebner

10/17/96

Page 4

minimum to the TIA Guidelines.

- D. Passenger Shelters/Waiting Areas.** MTA recognizes the positive contribution that bus stop shelters have towards transit ridership, and commends the action of the City to include improvements to stops in prior year capital improvement programs.
- E. MTA Service Operations.** Regarding page IV-41, Public Transportation, the MTA operates three bus routes within the city. The affected lines include Line 265 operating along Paramount Blvd., Line 266 operating along Lakewood Blvd., and Line 462 operating along Pioneer Blvd. The dominant direction of travel is north-south. This information is suggested to replace the current language in the Plan which is inaccurate. It should also be noted that Line 266 may be impacted significantly under the current Plan. Tables IV-B-3 and IV-B-8 list the intersection at Del Amo Blvd. and Greywood Ave. as having an LOS level of E or F during the p.m. peak. An E rating would mean the possibility of long queues of vehicles, and delays may be great. An F rating would represent jammed conditions. Either impact would lead to service delays on this line, which would likely result in an economic impact to the MTA, and a level of service impact to the ridership.

Another impact might occur to Line 265 operating through the intersection of Paramount Blvd., and Candlewood Street. According to Table IV-B-8, the LOS rating during the p.m. peak for this intersection is expected to go from a C rating to an E rating by 2020. With mitigation measures, the traffic volumes might be reduced to a marginal D rating. This also poses a potential economic impact to the MTA and level of service impact to the ridership.

If you have any questions or concerns about MTA Service Operations comments, please contact Michael Sieckert, Senior Operations Planner, Southeast Region. Mr Sieckert can be reached at telephone number 213-922-6978.

We appreciate the opportunity to participate in this study, and request that the City address these issues in the final EIR and general plan. Please forward your responses to comments and related public notices directly to me. If you have any questions, I can be contacted at (213) 922-7658.

Sincerely,



G. William Lundgren, AICP

Project Manager

Congestion Management Program

c: Ray Maekawa, Southeast Area Team
Jody Feerst, Congestion Management Program

Response to Comment from the Metropolitan Transportation Authority (MTA)

Response to General Comments on CMP TIA Guidelines Compliance: The Final Master EIR includes information required by the "1995 CMP TIA Guidelines," including: (a) an examination of CMP arterial locations in the City (with traffic volumes and LOS projections provided for existing conditions); (b) background traffic growth and future development for the AM and PM peak-hours; (c) projections of future traffic generators; and (d) identification and evaluation of mitigation measures. The Draft EIR and the Technical Background Reports (TBR) provided extensive information and analysis of existing transit services in the City and information of facilities and/or programs that will be incorporated into projects that will implement the General Plan to encourage public transit use. The Final Master EIR includes information relied on by the City during the preparation of the General Plan update regarding CMP arterials.

The City recognizes the opportunities relative to meeting the annual deficiency plan requirements under the CMP. To this end, the City will incorporate into specific projects the specific mitigation strategies recommended by LAMTA that will give the City credits. These strategies have been reflected in the draft General Plan update's proposals to focus complementary land uses in areas that can be effectively served by transit, to develop capital improvements that will improve vehicular movement and by TSM and TDM measures and strategies. As the City has done in the past, the specific requirements for compliance with the CMP will be identified at the project-development level. The requirements will include the identification on a project-by-project basis of the specific capital improvement strategies as well as the TSM and TDM strategies to reduce demand for automobile use.

The following provides specific responses to comments relative to the Draft Master EIR:

Response to Comment 1 (Lakewood Boulevard): The Final Master EIR includes information relied on by the City during the preparation of the General Plan update regarding conditions on this CMP arterial. The text of the Final Master EIR includes information required by the CMP TIA Guidelines relative to existing and future conditions on Lakewood Boulevard.

The following analysis of Lakewood Boulevard is provided to respond to MTA comments and TIA requirements; this analysis is also added to the text of the Final Master EIR (see Section IV.B).

CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Congestion Management Program (CMP) requires a Traffic Impact Analysis of CMP facilities be included in any EIR. The analysis must include all CMP monitoring locations that meet the following conditions:

- All CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours; and
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

For purposes of the CMP, a significant impact occurs when the projected increase in traffic demand on a CMP facility is greater than 2% of capacity (V/C ratio increase equal to or greater than 0.02), causing or worsening LOS F.

CMP Intersections

The following three intersections in the City of Lakewood are included in the CMP monitoring locations. These intersections are:

- Lakewood Boulevard at South Street;
- Lakewood Boulevard at Candlewood Street; and
- Lakewood Boulevard at Del Amo Boulevard.

All of these intersections were included as analyzed intersections in this Final Master EIR (see Table IV.B.8). As noted in Table IV.B.8, significant impacts as defined under CMP would occur at the intersections of Lakewood/Candlewood and Lakewood/Del Amo at the PM peak-hour. The mitigation measures identified above (see Section IV. B.4) as well as the goals, objectives and policies contained in the General Plan update, would reduce the impact at these locations below the level of significance defined by the CMP.

CMP Freeway Monitoring Locations

The project's impact on CMP freeway monitoring locations was based on the CMP standard that locations where the project adds 150 or more one-way trips in either peak-hour. The following table provides a summary of peak-hour conditions on the I-605 (San Gabriel River Freeway) in 1993 and with the assumed conditions in 1996 and 2010:

CMP Station	Location (PM)	Direction	1993 Existing Conditions ⁽¹⁾		1996 Background Conditions		2010 Project Conditions (Gen. Plan build-out)		Project Impact
			D/C ⁽²⁾	LOS ⁽³⁾	D/C	LOS	D/C	LOS	
1071	I-605 north of Carson St. (PMR2.31)	NB	1.02	F(0) ⁽⁴⁾	1.08	F(0)	1.21	F(1)	+0.13
		SB	1.10	F(0)	1.17	F(1)	1.20	F(1)	+0.03

Notes: (1) PM = Post Mile

(2) D/C = Demand/Capacity Ratio

(3) LOS = Level of Service

(4) LOS F(1) through F(3) designations are assigned where severely congested conditions prevail for more than one hour.

The impact analysis at CMP Station 1071 was conducted by assessing 2010 background forecasts on this link (using both the CMP analysis contained in the Final EIR for the City of Long Beach's proposed development of the U.S. Naval Hospital site and using existing p.m. peak-hour volumes and growth factors from the CMP). The additional City of Lakewood traffic generated by the Draft General Plan update was then added to these background volumes, with the increase in D/C ratios and corresponding LOS calculated. The proposed General Plan update will result in a significant impact on the LOS on the I-605 freeway at CMP Station 1071.

Response to Comment 2 (I-405 and I-605): I-405 is outside of the City; I-605 does cross the City. In terms of I-605, please see response to previous Comment 1.

Response to Comment 3 (Transit Impact Analysis): The Draft General Plan update calls for several improvements to transit service in the City of Lakewood that would greatly enhance transit opportunities and ridership. These include increased regional bus transit service, including linkages to the Blue Line (west of the City extending from Long Beach to the LA

downtown area) and the Green Line (an east-west line within the median of the I-105). Increased service linkages will be necessary to support the increased transit use goals of the Draft General Plan, which assumed that 20% of work-trips and 10% of non-work trips would be made by transit.

The General Plan update includes several goals, objectives and policies to make this possible, including:

Circulation Goal 3: Facilitate an accessible, efficient public transit system as a viable alternative to the automobile.

Policies:

- 3.1 If fiscally possible, maintain existing service levels of the city-operated Dependable, Accessible, Senior, and Handicapped Transportation (DASH) bus service.
- 3.2 Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 3.3 When evaluating proposed developments, review existing transit services and potential transit needs associated with the development. Provide bus stops and related improvements for all major new developments along arterials and collectors, or alteration of routes, as appropriate.
- 3.4 Encourage Long Beach Transit, MTA, and OCTD, to use the same bus stops and to synchronize schedules to facilitate transfers between lines.
- 3.5 Upgrade all existing bus stops and pedestrian facilities to meet disabled accessibility standards.

Circulation Goal 4: Facilitate convenient and safe pedestrian, bicycle and other modes of transportation that decrease dependence upon motorized vehicles.

Policies:

- 4.1 Promote the use of bicycles and other alternative modes of transportation.
- 4.2 Maintain, improve and expand where feasible the existing bikeway network in accordance with the city's adopted bikeway plan.
- 4.3 Improve pedestrian safety by continuing to implement the sidewalk maintenance and repair program.
- 4.4 Where fiscally possible, provide curb ramps throughout the network of sidewalks to expand and improve pedestrian accessibility to the physically challenged.

Circulation Goal 6: Reduce the number of daily traffic trips generated in the City.

Policies:

- 6.1 Encourage the development and use of local and regional park-and-ride facilities.
- 6.2 Inform the public on how to reduce the number of automobile trips.
- 6.3 Encourage local employers to reduce the number of single occupancy vehicles arriving

at the work site.

These are achievable goals, with the quantitative objectives consistent with SCAG and MTA projections and models.

Response to Comment 4 (Passenger Shelters/Waiting Areas): Comment acknowledged that the MTA supports the City's recommended strategy.

Response to Comment 5 (MTA Service Operations): Comment acknowledged regarding public transit operations in the City. The information provided by MTA in this comment is incorporated in the Final Master EIR on page IV-41.



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

September 26, 1996

File No: 03-00.00-00
19-00.00-00

Mr. Charles K. Ebner, AICP
Director of Community Development
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

Dear Mr. Ebner:

City of Lakewood Draft General Plan

The County Sanitation Districts of the Los Angeles County (Districts) received a Draft General Plan on September 20, 1996. The proposed development is located within the jurisdictional boundaries of District No. 3 and/or District No. 19. We offer the following comments regarding sewerage service:

1. Wastewater generated within the project boundaries will discharge to local sewers not maintained by the Districts for conveyance to a Districts' trunk sewer or may discharge directly to a Districts' trunk sewer. A direct connection to a Districts' trunk sewer requires a Trunk Sewer Connection Permit, issued by the Districts. For information regarding the permit, please contact Mr. Charles Ryec at (310) 699-7411, extension 1205.
2. The wastewater will be treated at the Long Beach Water Reclamation Plant (WRP) and/or the Joint Water Pollution Control Plant (JWPCP), located in Carson. These facilities have been interconnected to form a regional treatment system. The Long Beach WRP has a design capacity of 25 million gallons per day (mgd) and currently processes an average flow of 18 mgd. The JWPCP has a design capacity of 385 mgd and currently processes an average flow of 332 mgd.
3. A copy of the Districts' average wastewater generation factors is enclosed to allow you to estimate the volume of wastewater the project will generate.
4. Individual developments associated with the proposed project may require a Districts' permit for Industrial Wastewater Discharge. Project developers should contact the Districts' Industrial Waste Section in order to reach a determination on this matter. If this permit is necessary, project developers will be required to forward a copy of final plans for the proposed development(s) to the Districts for review and approval before beginning project construction.

Mr. Charles K. Ebner, AICP

- 2 -

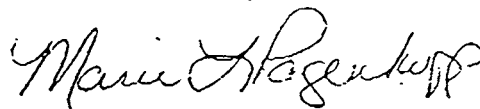
September 26, 1996

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or **increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected.** This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued.
6. The design capacities of the Districts' wastewater treatment facilities are based on population forecasts adopted in the Southern California Association of Governments' (SCAG) 1994 Regional Comprehensive Plan and Guide (RCPG). The RCPG is part of the 1994 South Coast Air Quality Management Plan (AQMP). The AQMP and RCPG are jointly prepared by the South Coast Air Quality Management District (SCAQMD) and SCAG as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the Growth Management Element of the RCPG. The Growth Management Element contains a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the RCPG which deal with the management of growth will be incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with approved growth identified in the RCPG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry



Marie L. Pagenkopp
Engineering Technician
Planning & Property
Management Section

MLP:bjw

Enclosure

TABLE 1
LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW</u> (Gallons per Day)	<u>COD</u> (Pounds per Day)	<u>SUSPENDED</u> <u>SOLIDS</u> (Pounds per Day)
RESIDENTIAL				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
COMMERCIAL				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft ²	100	0.43	0.23
Supermarket	1000 ft ²	150	2.00	1.00
Shopping Center	1000 ft ²	325	3.00	1.17
Regional Mall	1000 ft ²	150	2.10	0.77
Office Building	1000 ft ²	200	0.86	0.45
Professional Building	1000 ft ²	300	1.29	0.68
Restaurant	1000 ft ²	1,000	16.68	5.00
Indoor Theatre	1000 ft ²	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft ²	3,700	15.86	8.33
Tunnel - Recycling	1000 ft ²	2,700	11.74	6.16
Wand	1000 ft ²	700	3.00	1.58
Financial Institution	1000 ft ²	100	0.43	0.23
Service Shop	1000 ft ²	100	0.43	0.23
Animal Kennels	1000 ft ²	100	0.43	0.23
Service Station	1000 ft ²	100	0.43	0.23
Auto Sales/Repair	1000 ft ²	100	0.43	0.23
Wholesale Outlet	1000 ft ²	100	0.43	0.23
Nursery/Greenhouse	1000 ft ²	25	0.11	0.06
Manufacturing	1000 ft ²	200	1.86	0.70
Dry Manufacturing	1000 ft ²	25	0.23	0.09
Lumber Yard	1000 ft ²	25	0.23	0.09
Warehousing	1000 ft ²	25	0.23	0.09
Open Storage	1000 ft ²	25	0.23	0.09
Drive-in Theatre	1000 ft ²	20	0.09	0.05

TABLE 1

(continued)

LOADINGS FOR EACH CLASS OF LAND USE

<u>DESCRIPTION</u>	<u>UNIT OF MEASURE</u>	<u>FLOW (Gallons per Day)</u>	<u>COD (Pounds per Day)</u>	<u>SUSPENDED SOLIDS (Pounds per Day)</u>
COMMERCIAL				
Night Club	1000 ft ²	350	1.50	0.79
Bowling/Skating Club	1000 ft ²	150	1.76	0.55
Auditorium, Amusement	1000 ft ²	125	0.54	0.27
Golf Course, Camp, and Park (Structures and Improvements)	1000 ft ²	350	1.50	0.79
		100	0.43	0.23
Recreational Vehicle Park	No. of Spaces	55	0.34	0.14
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft ²	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft ²	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft ²	600	2.58	1.35
Without Showers	1000 ft ²	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
INSTITUTIONAL				
College/University	Student	20	0.09	0.05
Private School	1000 ft ²	200	0.86	0.45
Church	1000 ft ²	50	0.21	0.11



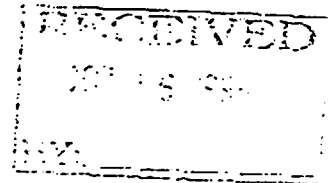
COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

October 10, 1996

File No: 03-00.04-00
19-00.04-00



Mr. Charles K. Ebner
Community Development Department
City of Lakewood
5050 N. Clark Avenue
Lakewood, CA 90712

Dear Mr. Ebner:

City of Lakewood General Plan Update

The County Sanitation Districts of the Los Angeles County (Districts) received a Draft Environmental Impact Report (Draft EIR) for the subject project on September 5, 1996. The proposed development is located within the jurisdictional boundaries of District No. 3 and/or District No. 19. The following information should be included in the Draft EIR:

Sewers, page IV-137

- The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued.
- The design capacities of the Districts' wastewater treatment facilities are based on population forecasts adopted in the Southern California Association of Governments' (SCAG) 1994 Regional Comprehensive Plan and Guide (RCPG). The RCPG is part of the 1994 South Coast Air Quality Management Plan (AQMP). The AQMP and RCPG are jointly prepared by the South Coast Air Quality Management District (SCAQMD) and SCAG as a requirement of the Federal Clean Air Act (CAA). In order to conform with the AQMP, all expansions of Districts' facilities must be sized and service phased in a manner which will be consistent with the Growth Management Element of the RCPG. The Growth Management Element contains a regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial which was prepared by SCAG. Specific policies included in the RCPG which deal with the management of growth will be incorporated into the AQMP strategies to improve air quality in the South Coast Air Basin. The available capacity of the Districts' treatment facilities will, therefore, be

Mr. Charles K. Ebner

2

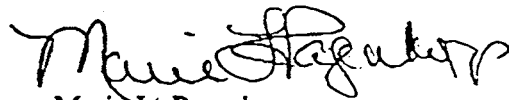
October 10, 1996

limited to levels associated with approved growth identified in the RCPG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels which are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry



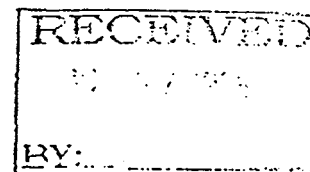
Marie L. Pagenkopp
Engineering Technician
Planning & Property Management Section

MLP:eg

Response to Comments from County Sanitation Districts of Los Angeles County

Comments acknowledged. The information provided by the County Sanitation Districts is consistent with the information used by the City in their preparation of the Initial Study for the proposed project. Future projects, consistent with the proposed General Plan will be assessed to ensure conformity with applicable discharge requirements. Further, the City recognizes that connection fees are required to construct incremental expansion of the sewerage system to accommodate growth consistent with the General Plan, with payment of a connection fee required at the time a permit to connect to the sewer is issued.

The information provided in the Districts' letters will also be provided to developers of specific projects in the planning area. Finally, the proposed project is consistent with the growth projections adopted by SCAG and the SCAQMD. Therefore, the proposed project's growth is consistent with the Districts' adopted growth projections for the area.



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Member

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Alternate

Gregory T. Winterbottom
Alternate

October 3, 1996

City of Lakewood
Attention: Mr. Charles K. Ebner, AICP
Director of Community Development
5050 N. Clark Avenue
Lakewood, California 90712

Subject: City of Lakewood Draft General Plan Comments

Dear Mr. Ebner:

OCTA staff has review the City of Lakewood General Plan and has the following minor comment:

Pages 3-2, 3-3 Public Transportation: reference to Orange County Transit District (OCTD) should be changed to Orange County Transportation Authority (OCTA).

Thank you for the opportunity to comment on the general plan.

Sincerely,

Jorge L. Duran
Transportation Analyst

Response to Comment from Orange County Transportation Authority

Comment acknowledged and the text has been corrected as noted in the letter from OCTA.



PETE WILSON
GOVERNOR

State of California

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

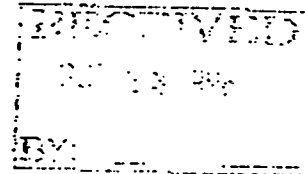
1400 TENTH STREET
SACRAMENTO 95814



LEE GRISSOM
DIRECTOR

October 21, 1996

CHARLES EBNER
CITY OF LAKEWOOD
COMMUNITY DEVELOPMENT DEPT.
5050 NORTH CLARK AVE.
LAKEWOOD, CA 90712



Subject: UPDATE OF THE CITY'S GENERAL PLAN/CITY OF LAKEWOOD SCH #: 96061007

Dear CHARLES EBNER:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in cursive script, reading "Antero A. Rivasplata".
ANTERO A. RIVASPLATA
Chief, State Clearinghouse

SCH 96061007

Mail to: Colorado State Clearinghouse Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814 916/445-0613

Project Title: Update of the Comprehensive General PlanLead Agency: City of LakewoodContact Person: Charles Elmer, County Dir's DirectorStreet Address: 5050 N. Clark Ave.Phone: 310-966-8771 ext. 2300City: LakewoodZip: 80712County: Los Angeles

Project Location

County: Los AngelesCity/Nearest Community: City of Lakewood

Cross Streets: _____

Zip Code: _____

Total Acres: _____

Assessor's Parcel No. _____

Section: _____

Twp.: _____

Range: _____

Base: _____

Within 2 miles: _____

State Highway #: 1405, 1602, SR-91Waterways: San Gabriel River, Los Angeles RiverAirports: Long Beach AirportRailways: Sq. PacificSchools: Long Beach City College

Document Type

CEQA: ☐ NOP☐ Supplement/SubsequentNEPA: ☐ NOPOther: ☐ Joint Document☐ Early Cons.☐ OR (Prior SCH No.)☐ EA☐ Final Document☐ Neg. Decl.☐ Other☐ Draft EIR☐ FONSI

Local Action Type

☐ General Plan Update☐ Specific Plan SP 6☐ Rezoning☐ Amendment☐ General Plan Amendment☐ Master Plan☐ Process☐ Redevelopment☐ General Plan Element☐ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division☐ Other

Development Type

☐ Residential: Units:Acres:☐ Water Facilities: Type:AKGD:☐ Office: Sq. Ft.:Acres:☐ Transportation: Type:Type:☐ Governmental: Sq. Ft.:Acres:☐ Mining: Type:Type:☐ Industrial: Sq. Ft.:Acres:☐ Power: Type:Waste:☐ Educational: _____☐ Waste Treatment: Type:Type:☐ Recreational: _____☐ Hazardous Waste: Type:Type:☐ Other: _____

Project Issues Discussed in Document

☐ Aesthetics/Visual☐ Flood Plain/Flooding☐ Schools/Universities☐ Water Quality☐ Agricultural Land☐ Forest Land/Fire Hazard☐ Septic Systems☐ Water Supply/Groundwater☐ Air Quality☐ Geology/Seismic☐ Sewer Capacity☐ Wetland/Riparian☐ Archeological/Historical☐ Minerals☐ Soil Erosion/Compaction/Grading☐ Solid Waste☐ Wildlife☐ Coastal Zone☐ Noise☐ Population/Housing Balance☐ Growth Inducing☐ Drainage/Absorption☐ Public Services/Facilities☐ Recreation/Parks☐ Toxic/Hazardous☐ Land Use☐ Fiscal☐ Other☐ Traffic/Circulation☐ Cumulative Effects☐ Vegetation☐ Other: _____

Present Land Use/Zoning/General Plan Use

Various residential, commercial, industrial and public/quasi-public and open space uses.

Project Description

The proposed project is the adoption of an update of the City's General Plan. The proposed update is the City's first comprehensive update of the General Plan since 1970. The City proposes the General Plan to consist of the following ten elements: (1) Land Use; (2) Housing; (3) Circulation; (4) Safety; (5) Open Space; (6) Conservation; (7) Noise; (8) Air Quality; (9) Economic Development; and (10) Recreation and Community Services. The proposed General Plan's Land Use Element identifies the potential growth in the City for both residential and non-residential land uses. In total, the proposed changes to the Land Use Element, and the corresponding changes to the other elements of the General Plan, will result in the following: (1) Total Residential Build-out: The total potential increase in dwelling units is 1,149 units. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to 10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 76,124 (Catt. Dept. of Finance, 1995), would yield a total maximum population of 85,965 at build-out; (2) Total Commercial Build-out: The City has 4,322,632 square feet of commercial uses on 330.78 acres. Based on the City's existing city-wide commercial floor area ratio of 0.22:1.0, commercially zoned land could yield nearly 1,777,436 square feet of additional commercial space at build-out, resulting in a total of 6,100,068 square feet of commercial floor area, a 41.8% increase over current development in the City; and (3) Industrial Build-out: The City currently has 802,212 square feet of industrial floor area on 82.77 acres. The potential build-out of industrial uses under the proposed Land Use Element is 4,274,194 square feet, an increase of 3,465,982 square feet over existing industrial development in the City.

State Clearinghouse Contact: Mr. Chris Bickly
(916) 445-0613

Project Sent to the following State Agencies

State Review Begins: 9-6-96Dept. Review to Agency: 10-15Agency Rev to SCH: 10-18SCH COMPLIANCE: 10-21

Please note SCH Number on all Comments

96061007

Please forward late comments directly to the Lead Agency

AQUADAFCD 33 (Resources: 9.7)

☒ Resources
☐ Boating
☐ Coastal Comm
☐ Coastal Conserv
☐ Colorado Rvr Bd
☒ Conservation
☒ Fish & Game # 5
☐ Delta Protection
☐ Forestry
☒ Parks & Rec/OHP
☐ Reclamation
☐ BODC
☐ DWR
☐ OES
☐ Bus Transp Issues
☐ Acoustics
☐ CIP
☒ Caltrans # 7
☐ Trans Planning
☒ Housing & Devel
☐ Health & Welfare
☐ Drinking H2O
☐ Medical Waste

State/Conservat Svcs
 General Services
 CALFEPA
 CARB
 CA Waste Mgmt Bd
 SWRCB: Grants
 SWRCB: Delta
 SWRCB: Wtr Quality
 SWRCB: Wtr Rights
☒ Reg. WOCH # 4
 DTSC/CTC
 Yrk/Adm Corrections
 Corrections
 Independent Comm
 Energy Comm
 NAHC
 PUC
 Santa Ana Mts
☒ State Lands Comm
 Tahoe Reg Plan
☒ Other: GES

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

RECEIVED

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-4610

BY:



To: Chris Belsky
State Clearinghouse
1400 Tenth Street, Room 12
Sacramento, CA 95814

Date: October 10, 1996

File No.: IGR/CEQA #9030/NP

DEIR

Update of the Comprehensive
General Plan - City of Lakewood
Vic. Citywide - Rtes. 405/605/91

Stephen J. Buswell
From: DEPARTMENT OF TRANSPORTATION

Subject: PROJECT REVIEW COMMENTS

SCH No. 96061007

We have received and reviewed the above-named document. The proposed General Plan consists of the following ten elements: 1) Land Use; 2) Housing; 3) Circulation; 4) Safety; 5) Open Space; 6) Conservation; 7) Noise; 8) Air Quality; 9) Economic Development; 10) Recreation & Community Services.

We do concur with the goals and objectives of the General Plan as it relates to traffic and circulation to the extent, they are set forth in the document. The implementation of mitigation measures as per document should reduce most of the traffic impacts caused by an increase in vehicle trips on the local streets, as well as on state roadways.

If you have any questions regarding this response, please call me at
(213) 897-4429.

Original Signed By
STEPHEN J. BUSWELL
IGR/CEQA Coordinator
Transportation Planning Office

cc: Charles Ebner
Community Development Director
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Response to Comments from California Office of Planning and Research

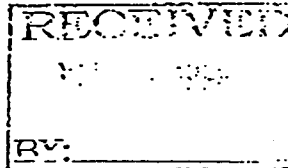
No response to comments necessary.

Department of Water and Power the City of Los Angeles

RICHARD I. RIORDAN
Mayor

Commission
DENNIS A. TITO, President
JOSÉ DE JESÚS LEGASPI, Vice President
CAROLYN L. GREEN
JUDY M. MILLER
MARCIA F. VOLPERT
IRENE N. KISSEL, Assistant Secretary

WILLIAM R. MCCARLEY, General Manager
KENNETH S. MIYOSHI, Assistant General Manager and Chief Engineer
ELDON A. COTTON, Assistant General Manager—Energy Services
JAMES F. WICKSER, Assistant General Manager—Water
THOMAS M. McCLOSKEY, Assistant General Manager—Business Planning,
Marketing and Customer Service
M. FAYE WASHINGTON, Assistant General Manager/Chief Administrative Officer
—Central Support Services
PHYLLIS E. CURRIE, Chief Financial Officer



October 15, 1996

Mr. Charles K. Ebner
Community Development Department
5050 North Clark Avenue
Lakewood, California 90712

Dear Mr. Ebner:

Update of Lakewood's General Plan (Plan) Draft Environmental Impact Report (DEIR)

The Los Angeles Department of Water and Power (LADWP) welcomes the opportunity to provide comments on the DEIR as requested on August 30, 1996.

As noted in the DEIR responses to the Notice of Preparation (NOP), LADWP electric transmission lines and associated rights-of-way (TL R/W) are located within the Plan area. Therefore, specific plans for TL R/W use and maintenance need to be submitted to LADWP for approval. Appendix A of the DEIR includes LADWP's general guidelines and requirements regarding land use on LADWP's TL R/W (letter dated July 9, 1996 from LADWP to Mr. Ebner). LADWP recommends that these guidelines be either in the body of the final environmental impact report or a general statement be added to the end of the first paragraph on page IV - 143 of the DEIR as follows:

... the San Gabriel River along the west bank. Specific plans for transmission line right-of-way use must be submitted to the responsible utility for compliance with the utility's rules and regulations.

Water and Power Conservation ... a way of life

Response to Comments from Caltrans

No response necessary. However, do note that Caltrans agrees with the impact analysis contained in the Draft Master EIR that with the implementation of the mitigation measures identified in the document, the potential impacts caused by an increase in vehicle trips on state roadways (the freeways as well as Lakewood Boulevard, State Route 19) should be reduced.

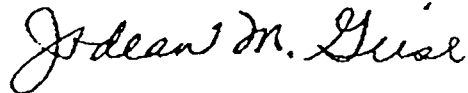
Mr. Charles K. Ebner

- 2 -

October 15, 1996

If you have any questions or would like to discuss any issues, please contact Mr. Richard P. Franklin of my staff at (213) 367-0338.

Sincerely,

A handwritten signature in cursive script that reads "Jodean M. Giese".

JODEAN M. GIESE
Supervisor of
Environmental Assessment Business Team

c: Mr. Richard P. Franklin

Response to Comments from City of LA DWP

Comment 1: The text of the Final EIR has been revised, as recommended by the DWP, to reflect the comment regarding plans for transmission line right-of-way use.



ABC Unified School District

16700 Norwalk Boulevard, Cerritos, CA 90703 (310) 926-5566

BOARD OF EDUCATION

David Montgomery, President

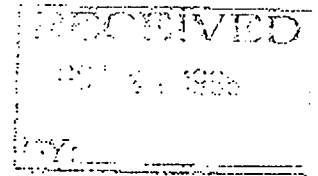
Howard Kwon, Vice President • Victor Motus, Clerk

Cecy Groom, Member • Sally M. Havice, Member

Craig McCormick, Member • Dixie Primosch, Member

SUPERINTENDENT

Thomas J. Riley, Ph.D.



October 16, 1996

Mr. Charles Ebner
Director of Community Development
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

RE: Our Letter of June 25, 1996
Draft EIR Regarding General Plan Update

Dear Mr. Ebner:

Thank you again for the opportunity to review this Draft Environmental Impact Report for this General Plan update.

Our concerns and comments are outlined in this attached letter of June 25, 1996.

We look forward to an opportunity to discuss that matter in more detail with you. Thank you for your consideration.

Sincerely,

Andy Dunn
Director of Facilities

c: Tahir Ahad, Assistant Superintendent, Business and Operations



ABC Unified School District

16700 Norwalk Boulevard, Cerritos, CA 90703 (310) 926-5566

BOARD OF EDUCATION

David Montgomery, President
Howard Kwon, Vice President • Victor Motus, Clerk
Cecy Groom, Member • Sally M. Havice, Member
Craig McCormick, Member • Dixie Primosch, Member

SUPERINTENDENT

Thomas J. Riley, Ph.D.

June 25, 1996

City of Lakewood
Community Development Department
5050 N. Clark Avenue
Lakewood, CA 90712

Re: Draft Environmental Impact Report regarding General Plan update.

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the General Plan update. Several sections in the report are of some concern to us.

Certain areas that are presently designated "Future Park" are slated, under a proposed land use designation, to become residential. The total proposed changes to the Land Use Element are expected to, among other things, generate an increase of 5,245 persons.

Section XI of the environmental check list recognizes a continuation of increased enrollment at public schools and further acknowledges that this is a Potentially Significant Impact that can be mitigated through the construction of additional school facilities.

Our primary concern, and one that is recognized in Section XI of the report, is that developer fees only partially mitigate the cost of new school facilities.

As quality public schools are in both the City's and District's best interest, when these residential developments move forward, we would like the opportunity to negotiate further mitigation measures with the developer and/or City that will more fully address the real cost of providing adequate and proper educational facilities.

Thank you for your consideration in this matter

Sincerely,

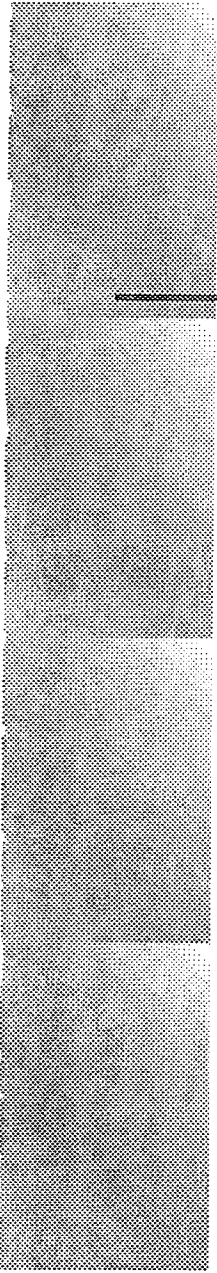
W. Andrew Dunn
Director of Facilities

cc: Tahir Ahmad

enr08.25

Response to Comments from the ABC Unified School District

No response to comments necessary; the information provided by the District to the City in their response to the Notice of Preparation (see June 25, 1996 letter from the District), has been incorporated in the Draft and Final Master EIR. The City, as described in the Master EIR, recognizes the potential impacts on the local school districts from continued increased enrollment and that this impact can be mitigated through the construction of additional school facilities. Further, the City recognizes that developer fees only partially mitigate, or address, the cost of new school facilities. The General Plan update includes policies and programs to ensure coordination between the City and the school districts to address the need for additional facilities.

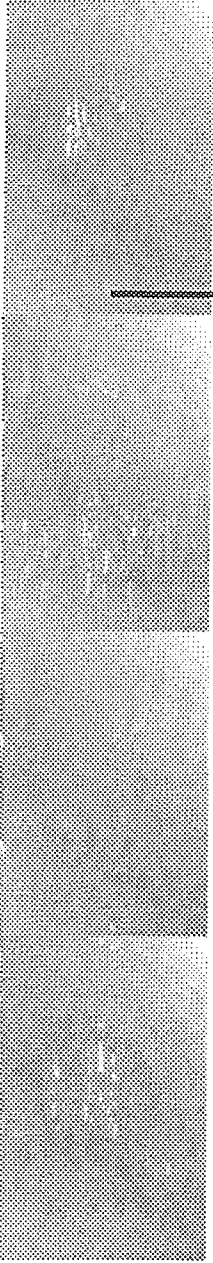


Section IX

Appendices

General Plan Update
Final Master EIR

City of Lakewood



Appendix A: Initial Study, Notice of Preparation and Responses to Notice of Preparation

General Plan Update
Final Master EIR

City of Lakewood

Marc Titel
Vice Mayor

Joseph Esquivel
Council Member



Robert G. Wagner
Mayor

Wayne E. Piercy
Council Member

Larry Van Nostran
Council Member

NOTICE OF PREPARATION

To:

From: Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Lakewood will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval of the project.

The project description, location and the probable environmental effects are contained in the attached materials. A copy of the Initial Study and Environmental Checklist is attached.

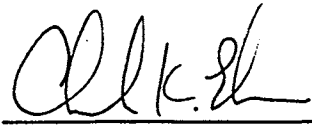
Due to the time limits mandated by State law, your response must be sent at the earliest date possible but not later than 30 (thirty) days after receipt of this notice.

Please send your response to Charles K. Ebner, Community Development Director, at the address shown above. We will need the name for a contact person in your agency.

Project Title: Update of the City's General Plan

Project Proponent: City of Lakewood

Date: May 31, 1996

Signature: 

Title: Community Development Director

Telephone Number: 310-866-9771

CITY OF LAKEWOOD

Update of the City's Comprehensive General Plan

INITIAL STUDY

I. INTRODUCTION

A. Purpose of Initial Study

Pursuant to the California Environmental Quality Act (CEQA) and the Environmental Procedures of the City of Lakewood, the purpose of this Initial Study is to assess on a preliminary basis the potential environmental effects which may result from the adoption and subsequent implementation of the proposed update of the City's General Plan. This document provides an initial appraisal of possible impacts related to the anticipated future development consistent with the proposed General Plan, including the nine elements that are being updated at this time: Land Use, Circulation, Safety, Open Space, Conservation, Noise, Air Quality, Recreation and Community Services and Economic Development. The Housing Element is not part of this update of the General Plan; the Housing Element was updated in 1994 and will be reviewed and, if necessary, revised in 1998.

In accordance with the Environmental Guidelines of the City of Lakewood, the description of the proposed actions and the attached "Environmental Checklist Form" and supporting data constitute the Initial Study for the subject project, the update of the City's General Plan. This Initial Study provides the assessment for a determination whether the update of the General Plan may have a significant effect on the environment.

II. PROJECT DESCRIPTION

A. Project Sponsor/Lead Agency

Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

B. Project Location

The City of Lakewood is located in the greater Los Angeles metropolitan area, approximately 20 miles southeast of the Los Angeles civic center. Lakewood, a fully urbanized city, is contiguous to the jurisdictions of Bellflower and Cerritos on the north, Cypress on the east, Hawaiian Gardens and Long Beach on the south, and Long Beach on the west.

The City of Lakewood's regional access is provided from several major and secondary arterials and Los Angeles' network of regional freeways. The north/south arterials --- Cherry Avenue, Paramount Boulevard, Lakewood Boulevard, Bellflower Boulevard, Norwalk Boulevard, Bloomfield Boulevard and Pioneer Boulevard --- eventually connect

with interchanges on the Artesia (91) and/or San Diego (I-405) Freeways. East/west access to the San Gabriel River (I-605) Freeway is provided by South Street, Del Amo Boulevard, and Carson Street. Access to the Long Beach (I-710) Freeway is available directly from Del Amo Boulevard.

C. General Description

The proposed project is the adoption of an update of nine elements of the City's General Plan: Land Use; Noise, Safety; Open Space, Conservation; Circulation; Air Quality; Recreation and Community Services; and Economic Development. Each element of the General Plan contains a description of existing conditions and needs, goals, objectives, policies and implementation programs to achieve the City's stated long-term objectives. The proposed land use policy map contained in the Draft Land Use Element and the proposed Circulation Plan contained in the Draft Circulation Element are provided with this Initial Study as a general indication of the intentions of the City to: (1) link future land uses in the City with the ability of the circulation system to effectively and safely move traffic in and through the City; and (2) retain the existing land use pattern in the City that has been in-place for more than 40 years.

In accordance with Government Code Section 65300, each California city is required to prepare and adopt a "comprehensive, long-term general plan for the physical development of the city." The general plan expresses community development goals and embodies public policy relating to future land development, integration of land uses, identification of safety issues (e.g., seismic safety planning), preservation of open space, and public services planning.

Pursuant to California Government Code Section 65302, the general plan shall consist of the following seven mandated elements:

1. **Land Use** - This element designates the general location and distribution of land uses, including standards for population density and building intensity.
2. **Circulation** - This element focuses on the general location and extent of transportation facilities and public utilities. This element is closely correlated with the Land Use and Air Quality Elements.
3. **Housing** - The Housing Element addresses: existing and projected housing needs of all economic segments of this community; goals, policies, objectives and actions necessary to meet those needs; and adequate sites for housing. (This element is not part of the current revision. It was recently updated in accordance with State requirements.)
4. **Conservation** - The Conservation Element addresses the conservation of all natural resources.
5. **Open Space** - This element contains plans and programs for the preservation and managed production of natural resources, outdoor recreation, and public health and safety.
6. **Noise** - The Noise Element identifies noise levels and potential mitigation measures associated with transportation facilities, industrial uses and other stationary sources. Includes noise impacts of land use and the preparation of a

community noise exposure inventory.

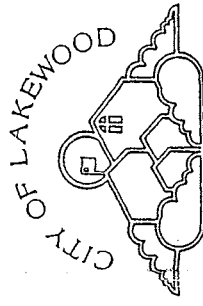
7. **Safety** - This element establishes policies and programs to protect the public from fires and geological hazards, as well as appraisal of all potential seismic, geologic and other community hazards.

In addition to the above-listed elements, local agencies may address topics of local concern or interest in optional elements. Lakewood's general plan contains the following optional elements:

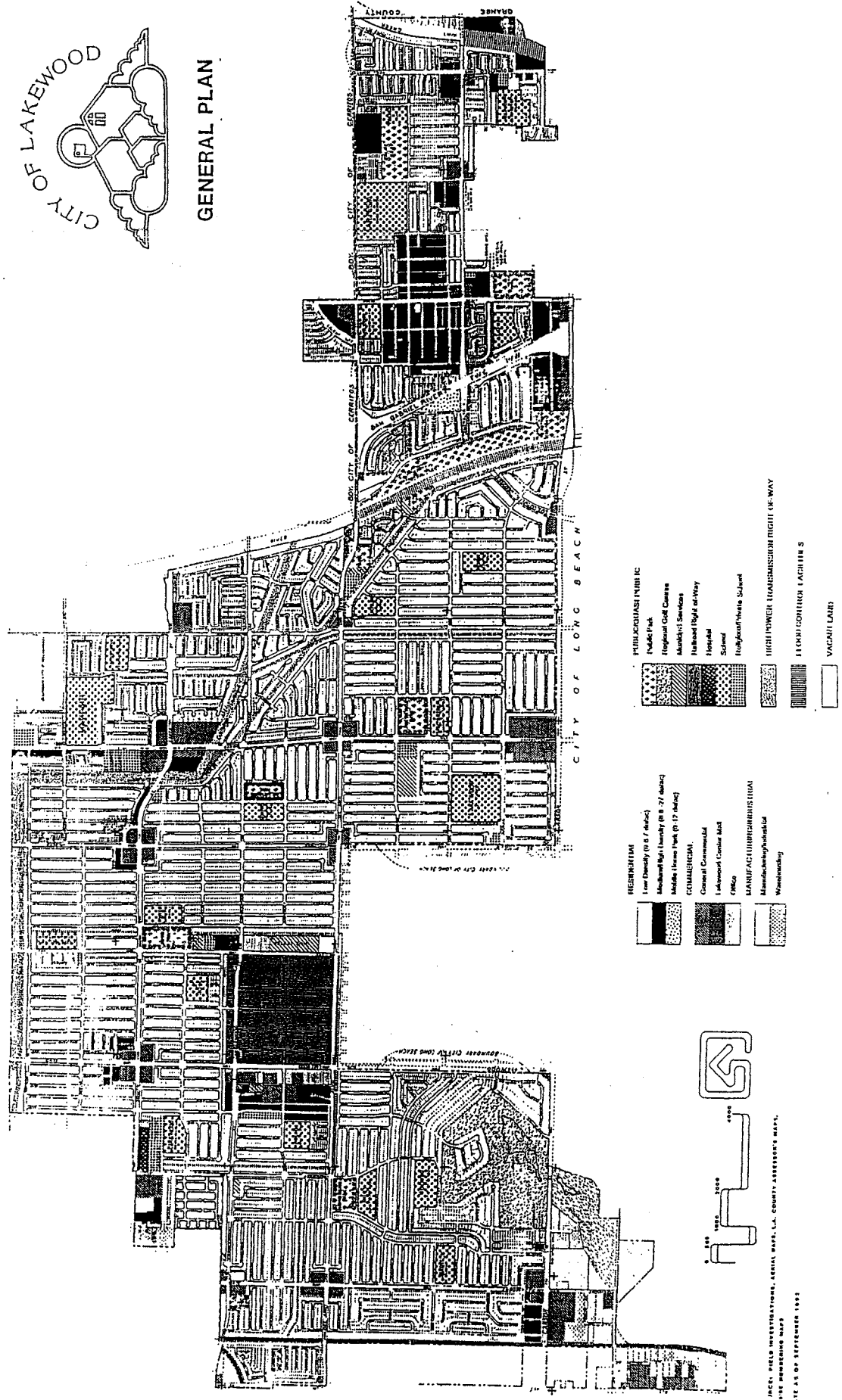
8. **Recreation and Community Services Element** - This element establishes policies and programs for the provision and preservation of the City's recreation and community services programs;
9. **Air Quality** - The Air Quality Element establishes policies and programs to improve and protect air quality by creating a balance between subregional jobs and housing, reducing commute times and trips, and managing parking in a more efficient manner.
10. **Economic Development** - This element establishes policies and programs for the retention and expansion of the City's economic base, including employment opportunities, retail uses and industrial sites in the City.

III. DESCRIPTION OF GOVERNMENTAL ACTIONS

This proposed update of the City of Lakewood General Plan will require public hearings and review of the draft elements by the Planning Commission and the City Council. Other City commissions will offer comments on the draft elements. The action pending before the City is the approval of the updated elements by the City Council.



GENERAL PLAN



- RESIDENTIAL**

 - Low Density (R 1 & 2)
 - Medium Density (R 3 & 4)
 - High Density (R 5 & 6)
 - Mobile Home Park (R 7)

COMMERCIAL

 - General Commercial
 - Professional/Service
 - Office

MANUFACTURING/INDUSTRIAL

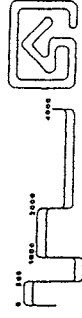
 - Manufacturing/Industrial
 - Warehouse
- MUNICIPAL/PUBLIC**

 - Public Park
 - Highway/Golf Course
 - Arts/Entertainment
 - Highway Right-of-Way
 - Highway
 - School
 - Highway/Hotel School

HIGH POWER TRANSMISSION RIGHT-OF-WAY

STREET CORRIDOR EACH SIDE

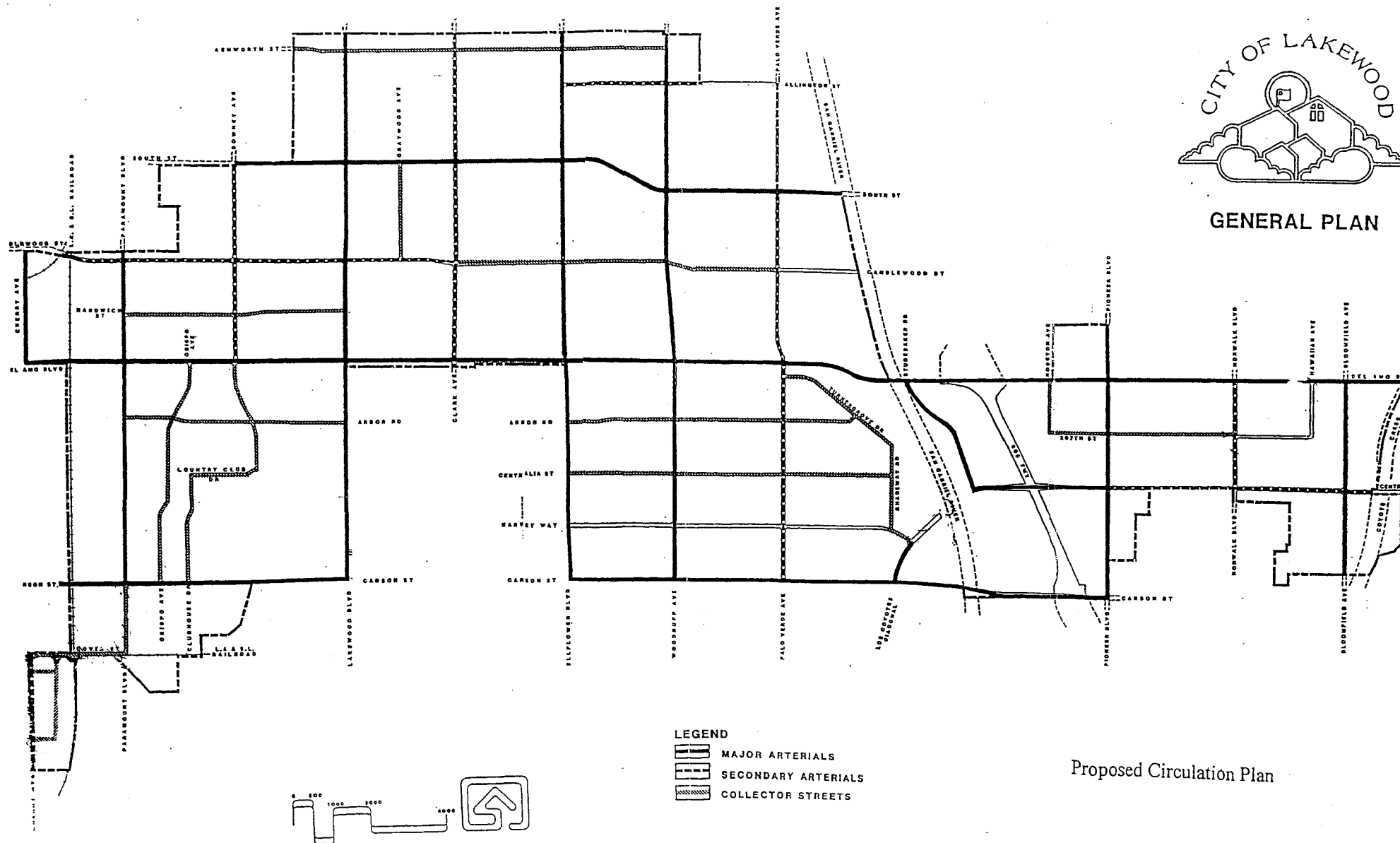
VACANT LAND



PREPARED BY: FIELD INVESTIGATIONS, AERIAL MAPS, L.A. COUNTY ASSOCIATES, INC.
 DATE: AS OF SEPTEMBER 1981



GENERAL PLAN



Proposed Circulation Plan

Environmental Checklist Form

1. **Project Title:** Update of the City of Lakewood General Plan

2. **Lead Agency Name and Address:**

City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

3. **Contact Person and Phone Number:**

Charles K. Ebner, AICP, Director
Community Development Department
(310) 866-9771, ext. 2301

4. **Project Location:**

City of Lakewood, County of Los Angeles

5. **Project Sponsor's Name and Address:**

City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

6. **General Plan Designation:** varies

7. **Zoning:** varies

8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project is the adoption of an update of the City's currently adopted General Plan. The current General Plan consists of elements prepared and adopted by the City over a period of several years; the most recent action by the City was the update of the Housing Element in 1994. The other current elements of the General Plan are as follows:

Land Use	Circulation
Open Space and Conservation	Safety
Seismic Safety	Recreation
Noise	Scenic Highways
Community Design	Public Facilities

The proposed update is the City's first comprehensive update of the General plan since 1970. The City proposes the General Plan to consist of the following ten elements:

Land Use	Housing	Circulation
Safety	Open Space	Conservation
Noise	Air Quality	Economic Development
	Recreation and Community Services	

The proposed General Plan's Land Use Element identifies the potential growth in the City for both residential and non-residential land uses. The following provides a summary of existing (Tables 1 and 3) and proposed commercial and industrial land uses (Table 2) in the City of Lakewood.

Table 1 - Comparative Table: Existing Land Use (1969 and 1994)

CITY OF LAKEWOOD EXISTING LAND USE	1969 ACRES	1969 % OF TOTAL AREA	LAND USE CHANGES (NET AC.)	1994 ACRES	1994 % OF TOTAL AREA
AGRICULTURE	9.40	0.2%	+34.83(1)	44.23	0.7%
RESIDENTIAL	3082.00	50.7%	+32.82(2)	3114.82	51.0%
Single Family	2913.90	47.9%		2906.54	47.6%
Multiple Family	168.10	2.8%		200.38	3.3%
Mobile Home Park				7.90	0.1%
COMMERCIAL	329.40	5.4%	+46.17(3)	375.57	6.1%
General Commercial	63.90	1.1%	+109.06	172.96	2.8%
Lakewood Center Mall	265.50	4.4%		164.00	2.7%
Banks and Offices				38.61	0.6%
MANUFACTURING	98.40	1.6%	-5.57	92.83	1.5%
Manufacturing				78.96	1.3%
Warehousing				13.87	0.2%
PUBLIC/QUASI PUBLIC	663.90	10.9%	+ 154.52(4)	818.42	13.4%
Parks	85.50	1.4%	+118.95	204.45	3.3%
Regional Golf Course	171.30	2.8%		171.30	2.8%
Municipal Services	50.10	0.8%	-8.59	41.51	0.7%
Railroad Right-of-Way				44.64	0.7%
Hospitals				7.54	0.1%
Public Education Uses	309.10	5.1%	13.54	295.56	4.8%
Religious/Private Education	47.90	0.8%	+ .45	48.35	0.8%
ELECTRIC TRANSMISSION ROW	158.50	2.6%	-79.39(5)	79.11	1.3%
Used for Park Purposes			-35.16		
Used for Community Garden			-2.9		
Used for Commercial/Agricultural Uses		0.00%	-41.33		
FLOOD CONTROL ROW	33.80	0.6%	(6)	82.70	1.4%
STREETS & FREEWAYS	1465.00	24.1%	+ 6.82	1471.82	24.1%
New Street Area, Annex.#44			+ 6.82		
VACANT LAND	240.90	4.0%	-208.57	32.33	0.5%
TOTAL LAND AREA	6081.30	100.0%	+ 26.32	6108.32	100.0%

Table 2 - Buildout Potential of Commercially and Industrially Zoned Integrated Sites

		Existing Site (acres)	Existing Site (sq. ft.)	Existing Bld'g Area (sq. ft.)	Average or Maximum F.A.R.	Build-out Potential (sq. ft.)	Potential Net Gain (sq. ft.)
All Developed Commercial Land		330.78	14,408,777	4,322,633	0.3	4,322,633	0
All Vacant Commercial Land		8.68	378,101	0	0.3	113,430	113,430
Selected Commercial Sites							
a.	Lakewood Square (0.5:1 FAR)	25.71	119,928	414,735	0.5	559,964	145,229
b.	Lakewood Center Mall (0.5:1 FAR)	134.51	5,859,256	2,035,475	0.5	2,929,628	894,153
c.	Civic Center Block (0.4:1 FAR)	20.60	897,336	216,859	0.4	358,934	142,075
d.	Northwest corner of Woodruff and Carson	14.27	621,628	165,332	0.4	248,651	83,319
e.	Southeast corner of Del Amo and Studebaker	8.19	356,548	1,932	0.4	142,619	140,687
f.	Nectar and Carson	6.78	295,224	73,402	0.5	147,612	74,210
g.	Northwest corner of Pioneer and Carson	2.48	107,864	25,962	0.5	53,932	28,870
Total of All Selected Commercial Sites		212.53	927,783	2,932,797	----	4,441,340	1,508,543
All Commercial Land Less Selected Commercial Sites		126.93	5,529,095	1,389,836	0.3	1,658,728	268,892
Maximum Commercial Build-out Potential		339.46	14,786,878	4,322,633	----	6,100,069	1,777,436
All Developed Industrial Land		92.77	4,041,061	802,212	0.2	808,212	0
All Vacant Industrial Land		3.42	148,975	0	0.2	29,795	29,795
Selected Industrial Sites							
a.	Southeast corner of Cherry and 36th S.	12.96	564,538	20,801	0.7	395,176	374,375
b.	Southwest corner of Paramount and Carson	19.62	854,647	250,000	0.7	598,253	348,253
c.	Southeast corner of Paramount and Carson	19.24	838,094	189,000	0.7	586,666	397,666
d.	Southeast corner of Cherry and Bixby	8.64	376,358	61,371	0.7	263,451	202,080
Total of All Selected Industrial Sites		60.46	2,633,638	521,172	---	1,843,546	1,322,374
All Industrial Land Less Selected Industrial Sites		35.73	12,153,240	287,040	0.2	2,430,648	2,143,608
Maximum Industrial Build-out Potential		96.19	14,786,878	808,212	---	4,274,194	3,465,982
GRAND TOTAL		435.65	29,573,755	5,130,845	---	10,374,263	5,243,418

Notes:

- (1) "Average Density" is the average Floor Area Ratio (FAR) for all existing commercial, industrial, and community facility projects.
- (2) The number of square feet for commercial, industrial, and community facilities was determined by multiplying the total number of acres for each land use classification by the average FAR for that classification.
- (3) Existing industrially-developed properties are underutilized at 0.2:1.0 FAR, and full development, in accordance with existing zoning standards, is expected to result in up to a maximum FAR of 0.4:1.0 to 0.7:1.0.
- (4) The potential number of square feet of commercial and industrial facilities was determined by multiplying the total number of vacant acres for each land use classification by the average FAR for that classification.

Source: Los Angeles County Assessor records; City of Lakewood Finance Department records and Land Use Inventories conducted during August, 1992 and February, 1995.

Table 3 - Population Intensity Summaries and Land Use Implications (1994, 2010 and 2020)

Land Use Category and Maximum Permitted Density	Average Density (1)	Existing Developed Acres	Existing Dwelling Units	Existing Vacant Acres	Potential Dwelling Units	Population Estimate (2)	Persons per Dwelling Unit
1994							
Low Density Residential	7	2,906.54	22,297	3.94	27	62,376	2.80
Medium/High Residential	22	200.38	4,458	12.77	1,122 (includes units from underutilized parcels)	12,471	2.80
Mobile Home Park	12	7.9	99	0	0	277	2.80
Total		3,114.82	26,854	16.71	1,149	75,124	2.80
2010							
Low Density Residential	7	2,908.51	22,311	1.97	13	65,862	2.95
Medium/High Residential	22	206.765	5,019	6.39	561	14,816	2.95
Mobile Home Park	12	7.9	99	0	0	292	2.95
Total		3,123.18	27,429	8.36	574	80,970	2.95
2020							
Low Density Residential	7	2,910.48	22,324	0.99	7	68,523	3.07
Medium/High Residential	22	213.15	5,580	3.19	280	17,128	3.07
Mobile Home Park	12	7.9	99	0	0	304	3.07
Total		3,131.53	28,003	4.18	287	85,955	3.07

Notes:

(1) "Average Density" was determined by dividing the total number of acres for each classification by the total number of dwelling units of that type.

(2) Population figures are based on City estimates.

Source: Los Angeles County Assessor records; City of Lakewood Community Development and Finance Departments records and Land Use Inventories conducted during August, 1992 and February, 1995.

The Land Use Element of the Draft General Plan proposes five land use categories. The following summarizes the land use requirements for each land use category:

Residential Residential land in the City of Lakewood is divided into the two following General Plan land use designations:

Low Density One detached single-family residential unit per lot. Density varies from 0.1 to 8.7 units per acre. These lots are typically zoned as "R-1", "R-A", and "PDSF".

Medium/High Density Two or more residential units per lot; attached or detached. Density varies from 8.8 to 27 units per acre. These lots are zoned as "MFR" and sometimes "PDMF".

Commercial Retail stores, convenience stores, car dealerships, motels and hotels, professional and administrative offices, business and services. The building height for uses included in the commercial land use designation may range generally from one to six stories in height.

Industrial Industrial land uses in Lakewood contain most uses found in the commercial land use designation, and more intense land uses found such as warehousing, wholesaling, storage facilities (open lot and enclosed) and manufacturing. The building height for uses included in the industrial land use designation shall not exceed four stories or 55 feet in height.

Public and Quasi-Public Public and quasi-public land includes publicly owned, quasi-public and institutional facilities that provide educational, cultural, and functional (e.g, utilities and infrastructure) opportunities.

Open Space Open Space land includes land that provides passive and active recreational areas and facilities as well as conservation resource areas, such as river beds and parks.

The Draft Land Use Element proposes to retain the existing land use designations for all areas of the City except for the following exceptions:

Open Space Changes: Delete the Land Use Element designation of open space for recreation purposes for the following locations in the City:

- (1) 9.82 acres south of the Southern California Edison right-of-way north of Candlewood Street and east of Woodruff Avenue (from "Open Space" to "Low Density Residential"); and*
- (2) a 3.39 acre single parcel on the east side of Studebaker Road at the northern City limits ("from "Open Space" to "Commercial") and*

Circulation Element Changes: The Draft Circulation Element proposes the following changes in the designations of the following roadway segments in the City:

- (1) Los Coyotes Diagonal: redesignate the portion northerly of Harvey Way from "Major Arterial" to Local;"*
- (2) 207th Street and Hawaiian Avenue: redesignate from "Collector" to "Local;"*
- (3) 36th Street, Bixby Road and Industry Avenue: redesignate from "Local" to "Collector," and*
- (4) delete Woodruff Avenue and Bellflower Boulevard from the designated truck routes and add to the designated truck routes 36th Street, Bixby Road, Industry Avenue, Cherry Avenue and Paramount Boulevard.*

Other Land Use Changes: The Draft General Plan's Land Use Element proposes the following changes from the existing Land Use Element:

<i>Location</i>	<i>Acreage</i>	<i>Existing Land Use Designation</i>	<i>Proposed Land Use Designation</i>
<i>Former Railroad Right-of-Way between Carson St. and northern City limits</i>	<i>14.25</i>	<i>Railroad</i>	<i>Public/Quasi-Public</i>
<i>Southeast corner of South St. and Downey Ave.</i>	<i>0.46</i>	<i>Public/Quasi-Public</i>	<i>Commercial</i>
<i>West side of Hayter Ave. between Hardwick St. and Candlewood St.</i>	<i>4.52</i>	<i>Low Density Residential</i>	<i>Medium and High Density Residential</i>
<i>Southeast corner of Candlewood St. and Oliva Ave.</i>	<i>1.06</i>	<i>Public/Quasi-Public</i>	<i>Commercial</i>
<i>Oliva Ave. (south of Candlewood St. and south of and adjacent to the preceding location)</i>	<i>1.36</i>	<i>Commercial</i>	<i>Public/Quasi-Public</i>
<i>East side of Clark Ave. (south of Mayfair Park)</i>	<i>3.38</i>	<i>Medium/High Density Residential</i>	<i>Public/Quasi-Public</i>
<i>A single parcel on the west side of Woodruff Ave. between Ashworth St. and Allington St.</i>	<i>0.45</i>	<i>Medium/High Density Residential</i>	<i>Public/Quasi-Public</i>
<i>West side of Roseton Ave. north of 209th St. and south of 207th St.</i>	<i>1.94</i>	<i>Low Density Residential</i>	<i>Medium/High Density Residential</i>
<i>Three blocks between 209th St., Arline Ave., Centralia Rd and Horst Ave.</i>	<i>9.95</i>	<i>Medium Density Residential</i>	<i>Low Density Residential</i>
<i>A single parcel on the south side of 209th St. between Norwalk Blvd. and Hornlake Ave.</i>	<i>0.30</i>	<i>Public/Quasi-Public</i>	<i>Commercial</i>
<i>South side of Centralia Road west of Claretta Ave. and the City limits</i>	<i>5.12</i>	<i>Medium/High Density Residential</i>	<i>Low Density Residential</i>
<i>A portion of the central area of Lakewood Center Mall</i>	<i>9.94</i>	<i>Future Park</i>	<i>Commercial</i>
<i>Northwest corner of Harvey Way and Ostrom Avenue</i>	<i>4.39</i>	<i>Future Park</i>	<i>Low Density Residential</i>
<i>Southwest corner of Pioneer Blvd. and 205th St.</i>	<i>17.90</i>	<i>Future Park</i>	<i>Low Density Residential</i>
<i>Northern portion of Lakewood Golf Course</i>	<i>13.78</i>	<i>Future Park</i>	<i>Low Density Residential</i>
<i>Southwest corner of Paramount Blvd. and Greentop St.</i>	<i>3.21</i>	<i>Future Park</i>	<i>Low Density Residential</i>

In total, the proposed changes to the Land Use Element, and the corresponding changes to the other elements of the General Plan, will result in the following:

Total Residential Build-out: The total number of potential (net) dwelling units is 1,149 units. The estimated increase in population is projected to be 5,245 (assuming 2.87 persons/unit) to

10,831 (assuming 3.07 persons/unit). The projected growth of 7% - 14%, combined with the City's existing population of 75,124, would yield a total maximum population of 85,955 at build-out.

Total Commercial Build-out: The City has 4,322,633 square feet of commercial uses on 330.78 acres (see Table 2). Based on the City's existing city-wide commercial floor area ratio of 0.32:1.0, commercially zoned land could yield nearly 1,777,436 square feet of additional commercial space at build-out, resulting in a total of 6,100,069 square feet of commercial floor area, a 41.1% increase over current development in the City.

Industrial Build-out: The City currently has 802,212 square feet of industrial floor area on 92.77 acres. The potential build-out of industrial uses under the proposed Land Use Element is 4,274,194 square feet, an increase of 3,465,982 square feet over existing industrial development in the City (as shown in Table 2).

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The City of Lakewood is surrounded by the cities of Bellflower and Cerritos on the north, Cypress on the east, Hawaiian Gardens and Long Beach on the south, and Long Beach on the west. These surrounding incorporated cities have a variety of land uses included residential, industrial, commercial retail and office, and open space and recreation.

10. Other agencies whose approval is required (i.e., permits, financing approval or participation agreement).

None.

Environmental Factors Potentially Affected:

The ten (10) environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|---|
| ☒ Land Use and Planning | ☒ Transportation/Circulation | ☒ Public Services |
| ☒ Population and Housing | ☐ Biological Resources | ☒ Utilities & Service Systems |
| ☒ Geological Problems | ☐ Energy and Mineral Resources | ☐ Aesthetics |
| ☒ Water | ☐ Hazards | ☐ Cultural Resources |
| ☒ Air Quality | ☒ Noise | ☐ Recreation |
| | ☒ Mandatory Findings of Significance | |

Determination

On the basis of this initial evaluation:

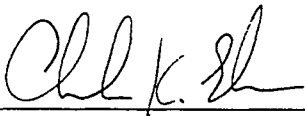
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required. ☒

I find that the proposed project MAY have a significant effect(s) on the environment but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and (2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets, if the effect is a potentially significant impact or "Potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. ☐

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project. ☐



Signature

31 MAY 96

Date

Charles K. Ebner
Printed Name

City of Lakewood
For

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the proposal result in potential impacts involving:

Landslide or mudslides?	☐	☐	☐	☒
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I. LAND USE AND PLANNING: Would the proposal:

a) Conflict with general plan designation or zoning?	☐	☒	☐	☐
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Response: The proposed project is an update of the City's currently adopted General Plan. The update includes amendments to the Land Use Element's land use policy map. The proposed amendments would result in an increase in the City's population (the maximum projected population at build-out is 85,955, an increase of 10,831 above the existing population) and commercial uses. Several changes in land uses for specific parcels and/or areas of the City are proposed. The intent of the changes is to have a land use designation consistent with existing land uses on these parcels or sites. Nonetheless, the changes do represent a change from existing land use designations. In total, the proposed land use changes will result in the following changes in the City:

- a) increase the area designated for low density residential development by 57.71 acres;
- b) decrease the area designated for medium/high/density residential development by 12.64 acres;
- c) decrease the area designated for "Future Park" by 45.71 acres;
- d) decrease the area designated for "Open Space" by 13.21 acres;
- e) increase the area designated for "Public/Quasi-Public" by 17.37 acres;
- f) increase the area designated for "Commercial" development by 13.49 acres; and
- g) decrease the area designated "Railroad" by 14.25 acres.

Impacts that may result include additional demand on existing open space areas in the City and increased demand on public services related to additional residential development in the City. These impacts will be mitigated by future improvements at the City's existing parks, open space and recreational facilities, and increased public services to meet the demands of future residential growth in the City. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☐	☒
c) Be incompatible with existing land use in the vicinity?	☐	☐	☐	☒

Responses (to b and c, above): The City seeks to change the Land Use Element (as described in response to question 1.a) in order to minimize potential land use conflicts between adjacent land uses. The recommended land use changes will provide greater opportunities for the City to regulate land uses through site plan review and site-specific mitigation measures rather than denial of proposed projects. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

d) Affect agricultural resources or

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
operations (e.g., impacts to soils or farmlands or impacts from incompatible land uses)?	☐	☐	☐	☒
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Responses (to d and e, above): There are no active agricultural operations in the City nor any identified prime agricultural resources. Further, the proposed General Plan update does not alter the existing land use pattern in the City, established over the past 40-50 years of development in the City. Existing neighborhoods in the City, including low-income and minority residents) will not be negatively or adversely affected by the proposed land use changes.

II. POPULATION AND HOUSING: Would the proposal:

- a) Cumulatively exceed official regional or local population projections? ☐ ☐ ☒ ☐

Response: The population in the City of Lakewood (74,074 in 1994 and 75,124 in 1995) is projected to increase to 85,955 (in 1,149 additional housing units) in the year 2020 under the maximum build-out assumptions in the Draft Land Use Element of the updated General Plan. The projected build-out population is consistent with the regional growth projections of the Southern California Association of Governments (SCAG) and other regional planning agencies (such as the South Coast Air Quality Management District). The update of the City's currently adopted Housing Element is not part of this proposed update of the General Plan. The current Housing Element was last updated in June 1990 and amended, pursuant to changes in State law, in January 1994. In both instances the City's Housing Element was reviewed and found to be adequate by the State Department of Housing and Community Development and is currently in compliance with State law. Per Section 65588(e) of the Government Code, local governments, including Lakewood, which are located within the regional jurisdiction of the Southern California Association of Governments (SCAG), have until June 30, 1996 to review and revise their housing elements. However, because of the economic recession the State, beginning with its fiscal year 1992-93 budget, temporarily discontinued such funding. Consequently, SCAG will not be producing housing needs estimates for the region and local governments will not have the "fair share" housing need allocations needed to revise their housing elements. State legislation (SB 1073 - Costa) was recently approved by the State Legislature and signed by the Governor extending the deadline for reviewing and revising housing elements for the SCAG region to June 30, 1998. However, there are no allocations in the State's proposed budget for the next fiscal year to fund statewide and regional housing needs assessments. If the State fails to fund such assessments again this fiscal year, it is doubtful that "fair share" numbers will be available for local governments in time for the 1998 update. Because the State has put a high emphasis on the housing element and its contents in the past this General Plan is organized with the Housing Element as a separate document incorporated by reference. No changes to the City's Housing Element are proposed at this time. Lakewood's Housing Element is currently in good standing with the State. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.3 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 11.0.)

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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of major infrastructure)?

☐	☒	☐	☐
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Response: The increase in the City's residential population due to the proposed amendments to the Land Use Element will be able to be supported by the City's existing public infrastructure. The population increase (from 75,124 in 1995 to a build-out projection of 85,955 in 2020, a 14.4% increase over 25 years) will be mitigated by improved public services and facilities. Corresponding changes to the City's circulation system, including improved local transit operations, will accommodate increased traffic from additional residential development. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.3 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 2.0, 3.0 and 11.0.)

c) Displace existing housing, especially affordable housing?

☐	☐	☐	☒
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Response: The proposed Land Use Element, consistent with the City's recently adopted Housing Element (1994), will not require the displacement of any existing housing in the City. Consistent with the City's adopted Housing Element, the Land Use Element proposes a modest increase in the City's housing stock.

III. GEOLOGIC PROBLEMS: Would the proposal result in or expose of people to potential impacts involving:

a) fault rupture?

☐	☒	☐	☐
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Response: The potential exists for people and property to be exposed to the hazards of seismic activity in most of California. The General Plan update will not increase the potential occurrence of earthquakes. The risk of earthquake damage is minimized since the new structures shall be built according to the Uniform Building Code and other applicable codes, and is subject to inspection during construction. Mitigation of potential impacts will be through adherence to applicable building codes. Due to these codes and inspections there will be no increased exposure to earthquake hazards. Structures for human habitation are required to be designed to California Building Code standards for Seismic Zone 4. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 4.1 and 5.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

b) Seismic ground shaking?

☐	☒	☐	☐
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Response: Lakewood is located in a seismically active region. The two known active or potentially active faults closest to Lakewood are the Los Alamitos Fault and the Newport-Inglewood Zone of Deformation.

The Los Alamitos Fault: The Los Alamitos Fault's location is postulated in the vicinity of Carson Street and Bellflower Boulevard. The fault is not included in an Alquist-Priolo Special Studies Zone and the implications of a significant earthquake along this fault and the chances of a ground rupture occurring are not known. Therefore, further study of this fault is warranted.

The Newport-Inglewood Fault Zone: The Newport-Inglewood Zone of Deformation is approximately three miles southwest of Lakewood and is expressed at the surface as a series of low, elongated hills extending from Newport Beach to Beverly Hills, including Signal and Dominguez Hills. The length of the fault zone is approximately 44 miles (70 km.). Subsurface movement along the fault resulted in the 1933, magnitude 6.3, Long Beach earthquake, which caused significant damage in the City of Long Beach. Mitigation will

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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be accomplished through adherence to applicable building codes.

(Sources: "Technical Background Report - City of Lakewood General Plan," Sections 5.2 and 5.4 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

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|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| c) Seismic ground failure, including liquefaction? | ☐ | ☒ | ☐ | ☐ |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Response: An evaluation of major structures in Lakewood indicates that there are no unreinforced masonry buildings in the City, however, not all structures are completely immune to strong ground shaking or ground failure. In the event of an earthquake, there will be some measurable amount of damage in the City. In addition, according to the U.S. Army Corps of Engineers, the northwest corner of the City could be inundated should the Santa Fe or San Gabriel River Dams fail due to an earthquake or for any other reason, however, with the recent completion of the I-105 freeway, the risk may have been reduced. Preliminary information pertaining to flooding resulting from failure of the Whittier-Narrows Dam indicates flooding of two to four feet throughout much of the City. In 1990, the County of Los Angeles produced an interpretive map indicating where liquefaction might occur in the County; portions of Lakewood identified as having liquefaction potential include residential and non-residential areas of the City. Mitigation will be accomplished by continued code enforcement and adherence to applicable building codes for new development in the City. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 5.2 and 5.4 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Seiche, tsunami or volcanic hazard? | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Response: The City of Lakewood, at it's closest point, is located approximately 6.5 miles from the Pacific Ocean and an elevation of 35 feet above sea level. The chance of a tsunami reaching Lakewood is very unlikely. In addition, according to the 1975 Lakewood Seismic Safety Element, during a moderate (4.5) or greater earthquake, the potential for seiche damage to structures is likely for the underground reservoir (Plant 22) located near the intersection of Candlewood Street and Downey Avenue. Other less significant seiche problem areas include private and public swimming pools and Bouton Lake. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 5.2 and 5.4 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Landslides or mudflows? | ☐ | ☐ | ☐ | ☒ |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill? | ☐ | ☐ | ☐ | ☒ |

Responses (e to f, above): The General Plan update, in of itself, will not have an impact on soil conditions. Future projects generated by the implementation of the General Plan may impact soil conditions, however, any displacement of soil through cut and fill (in excess of 50 cubic yards) will be subject to environmental review and will be controlled by the City's grading Ordinance, Chapters 70 and 29 of the California Uniform Building Code relating to grading and excavation, and other building regulations and therefore, there will be no impact. The drainage of surface water from the future project will be controlled by building regulations and directed towards the City's existing streets, flood control channels, storm drains and catch basins. Individual projects shall submit a site drainage plan for review and approval by the City's Building Department prior to the issuance of a building permit. Due to the existing building regulations requiring the submission and approval

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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of a drainage plan, there will be no impact from surface runoff. Due to industrial activities involving a wide variety of toxic and hazardous materials, there may be contaminated soils within the project area. Remediation of contaminated soils is required prior to implementation of specific developments consistent with the General Plan and corresponding zoning. Further, the General Plan update, in and of itself, will not have an impact upon earth conditions or changes in topography or ground surface relief feature. Future activities implemented by the General Plan will be controlled by applicable building regulations and standard construction techniques.

The project, the General Plan, in and of itself will not have any impact upon wind or water erosion of soils. Future construction may temporarily expose the soil to wind and/or water erosion. Erosion caused by strong wind, excavation and earth moving operations will be minimized by watering during construction and by covering earth to be transported in trucks to or from the site. Water erosion during construction will be minimized by limiting construction to dry weather, covering exposed excavated dirt during periods of rain and protecting excavated areas from flooding with temporary berms. Soil erosion after construction will be controlled by implementation of an approved landscape and irrigation plan. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 5.2 and 5.4 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Subsidence of the land? | ☐ | ☐ | ☐ | ☒ |
| h) Expansive soils? | ☐ | ☐ | ☐ | ☒ |
| i) Unique geologic or physical features? | ☐ | ☐ | ☐ | ☒ |

Response (g to i, above): The City of Lakewood is relatively flat. Consequently, hazards such as slope instability mudslides and landslides are not considered to be likely threats. The proposal, in and of itself, will not have an impact upon earth conditions or result in changes in geologic structures. Any future construction activities generated by the implementation of the General Plan will be carried out in conformance with site inspections to ensure that construction activities do not create unstable earth conditions. Any slope instability will be controlled by existing City regulations; therefore, there will be no impact. The proposed General Plan update, in and of itself, would not have any impact upon any unique geological or physical features if there were any located on the site. There are no known unique geologic or physical features in the City. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 5.2 and 5.4 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

IV. WATER: Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Response: The General Plan update, in and of itself, will not have any significant impact in absorption rates, drainage patterns, or the rate and amount of surface run-off. Projects to be developed in the future consistent with the General Plan will be evaluated on a case-by-case basis to determine their potential impacts. It is likely that some of the future projects may increase impermeable ground coverage, resulting in increase surface run-off. Proposed projects will be reviewed by the City's Public Works and the Building Department to determine potential impacts that need to be mitigated prior to the issuance of a building permit. (Sources: "Technical

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 4.0 and 7.0.)

- b) Exposure of people or property to water related hazards such as flooding? ☐ ☒ ☐ ☐

Response: Currently, the City of Lakewood is officially designated by the Federal Insurance Administration (FIA) as a "Zone C" community, or a city of minimal flood hazard. As a result of a 1987 Army Corps of Engineers study (the "Los Angeles County Drainage Area {LACDA} Study"), it was determined that 21 miles of the Los Angeles/Rio Hondo river channel system were insufficient to offer protection against a 100-year flood. Nearly 47% of the Lakewood's land area could be impacted by flood waters resulting from a 100-year flood. To mitigate this problem, the LACDA study proposed a series of improvements that would enable the Los Angeles/Rio Hondo river channels to contain the flood waters projected by the Army Corps of Engineers. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? ☐ ☐ ☐ ☒

Response: There are no bodies of water near the City area whose surface waters would receive any discharge from the project. Existing and future water runoff in the Redevelopment/Specific Plan area may be discharged via Los Angeles County Flood Control Channels into the San Pedro Bay. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- d) Changes in the amount of surface water in any water body? ☐ ☐ ☐ ☒

Response: The Lakewood General Plan update, it and of itself, will not change the amount of surface water in any water body. The Lakewood General Plan update area is not located near any significant body of water. Water runoff from any future project in the City consistent with the General Plan will not significantly increase polluted water in the San Pedro Bay via Los Angeles County flood control channels. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

- e) Changes in currents or the course or direction of water movements? ☐ ☐ ☐ ☒

- f) Change in quantify of ground water, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or recharge capability? ☐ ☐ ☐ ☒

- g) Altered direction or rate of flow of groundwater? ☐ ☐ ☐ ☒

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Response (e to g, above): The General Plan update, in and of itself, will not alter the direction or rate of flow of ground waters. Construction and operation of most future projects will not impact the ground water flow or rate since Lakewood's water table is 50-100 feet below the ground surface. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 4.1 and 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 7.0.)

h) Impacts to groundwater quality? ☐ ☐ ☐ ☒

Response: The Lakewood General Plan update, in and of itself will not have any impact on the quality of groundwater. Future projects will use the existing water supply system provided by the City and the existing sewer provided by the County of Los Angeles. Therefore, there will be no direct additions or withdrawals from the ground waters. Moreover there is no known aquifer condition in the City nor in the surrounding area which could be intercepted by excavation directly related to the implementation of the General Plan. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 4.1 and 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 4.0 and 7.0.)

i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? ☐ ☐ ☐ ☒

Response: The maximum growth in the Lakewood General Plan update is consistent with adopted regional growth projections. Future development consistent with the General Plan will be encouraged to include a voluntary water conservation plan and applicants shall submit irrigation and plumbing plans to the Water City demonstrating compliance with applicable state and City requirements. (Sources: "Technical Background Report - City of Lakewood General Plan," Sections 4.1 and 5.5 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 4.0 and 7.0.)

V. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation? ☒ ☐ ☐ ☐

Response: The proposed update of the Lakewood General Plan will continue the historic trend for development and corresponding increases in traffic generation. Based on the amount of nonresidential square footage and the number of residential units proposed, according to the South Coast Air Quality Management District (SCAQMD) the General Plan update exceeds the land use threshold for significant air emissions. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 9.0.)

b) Expose sensitive receptors to pollutants? ☒ ☐ ☐ ☐

Response: The project, the Lakewood General Plan update, in and of itself, will not cause any impact on air pollution conditions. However, due to its geographical location and the prevailing off shore daytime winds, Lakewood receives smog from the Los Angeles basin. The prevailing winds are from the southwest and carry smog from the Lakewood area to the east and northeast, where it is trapped against the foothills. The City of Lakewood, like the rest of the metropolitan region, is located in a non-attainment area, an area which

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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exceeds national ambient air quality standards. The increased vehicle-trips per day that the proposed project will generate may increase the potential for carbon monoxide (CO) concentrations in excess of standards. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 9.0.)

- c) Alter air movements, moisture or temperatures, or cause any change in climate?

☐ ☐ ☐ ☒

Response: The General Plan update, in and of itself, will not cause any alteration of earth or earth movement, moisture or temperature or any changes in climate. Specific projects proposed in the implementation of the General Plan may potentially have an impact, however, such impact is not anticipated to be significant. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 9.0.)

- d) Create objectional odors?

☐ ☐ ☐ ☒

Response: The proposed General Plan update, in and of itself, will not cause any objectionable odors. Specific projects proposed to implement the General Plan will be closely reviewed and appropriate measures taken to mitigate potential impacts. The allowed increase in industrial uses could increase the likelihood of land uses emitting objectional odors in the City and region. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 9.0.)

VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- a) Increase vehicle trip or traffic congestion? ☐ ☒ ☐ ☐

Response: The project, the Lakewood General Plan update, in and of itself may cause alterations to present patterns of circulation or movement of people and/or goods. The City has well-established street system. The proposed Land Use Element and Circulation Element have been prepared concurrently and, therefore, recognize the future traffic patterns and potential increase in vehicle trips at build-out of the City. Mitigation will be achieved by a series of public street improvements, improved signalization programs, and additional local transit operations. In addition, the proposed amendments to the Circulation Element, primarily changing the designations of certain roadways segments in the City, are intended to improve vehicle movement in the City while reducing traffic in residential areas. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ ☐ ☐ ☒

- c) Inadequate emergency access or access to nearby uses?

☐ ☐ ☐ ☒

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Insufficient parking capacity on-site or off-site?	☐	☐	☐	☒
e) Hazards or barriers for pedestrians or bicyclists?	☐	☐	☐	☒

Responses (b to e, above): The project may cause an increase in motorists, bicyclists and pedestrians. There will not be a significant long term impact on traffic hazards to motorists, bicyclists or pedestrians due to review of the impacts of project generated traffic on nearby intersections and both egress and ingress patterns for this traffic by the Public Works Department. Traffic hazards will increase during construction of projects. These temporary hazards will be reduced by review and approval of construction staging plans by the City's Public Works Department and by adherence to hours of construction, as detailed in the City's adopted Noise Ordinance. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
g) Rail, waterborne or air traffic impacts?	☐	☐	☐	☒

Responses (f and g, above): The project, the Lakewood General Plan update, in and of itself, would not result in a significant increase in waterborne or air traffic trips. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

VII. BIOLOGICAL RESOURCES. Would the proposal result in impact to:

a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals and birds)?	☐	☐	☐	☒
b) Locally designated species (e.g., heritage trees)?	☐	☐	☐	☒
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	☒
d) Wetland habitat (e.g., marsh, riparian and vernal pool)?	☐	☐	☐	☒
e) Wildlife dispersal or migration corridors?	☐	☐	☐	☒

Responses (a to e, above): There are no wetland habitat, locally designated or state or federally designated

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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wildlife corridors, threatened or endangered plant and/or animal species in the City. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

VIII. ENERGY AND MINERAL RESOURCES.

Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? | ☐ | ☐ | ☐ | ☒ |
| b) Use non-renewable resources in a wasteful and inefficient manner? | ☐ | ☐ | ☐ | ☒ |
| c) Result in the loss of availability of a known mineral resource that would be of cultural value to the region and the residents of the State? | ☐ | ☐ | ☐ | ☒ |

Responses (a to c, above): The proposed General Plan will not conflict with local, state or national energy standards, or result in the depletion of non-renewable resources. Best available technologies will be applied, as appropriate, to future developments in the City through the City's building permit procedures. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

IX. HAZARDS. Would the proposal involve:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including but not limited to oil, pesticides, chemical or radiation)? | ☐ | ☐ | ☐ | ☒ |
| b) Possible interference with an emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| c) The creation of any health hazard or potential health hazard? | ☐ | ☐ | ☐ | ☒ |
| d) Exposure of people to existing hazards or potential health hazards? | ☐ | ☐ | ☐ | ☒ |
| e) Increase fire hazard in areas with flammable brush, grass or trees? | ☐ | ☐ | ☐ | ☒ |

Responses (a to e, above): The proposed General Plan update will not change the distribution or pattern of

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing industrial uses in the City, nor introduce potential hazardous uses. Identified health hazards in the City are regulated by applicable state and/or local ordinances and codes. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

X. NOISE. Would the proposal result in:

- a) Increase in existing noise levels? ☐ ☐ ☐ ☒

Response: The project, the Lakewood General Plan update, in and of itself, will not have an increase in existing noise levels. The development of projects will not lead to a significant increase in ambient noise. Noise generated by any future construction activities may have a short-term impact and noise from air conditioning and heating systems may increase the existing level of ambient noise after construction. Significant long-term impacts are not anticipated. Any future project will adhere to City regulations governing hours of construction and noise levels generated by construction and mechanical equipment and the allowed level of ambient noise. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 5.6 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 6.0.)

- b) Exposure of people to severe noise levels? ☐ ☒ ☐ ☐

Response: The most pervasive noise in Lakewood comes from motor vehicles. Other mobile noise generators in Lakewood include railroads, aircraft, and the Long Beach Airport. Noise from the McDonnell Douglas facility bordering the southwest portion of the city, has had a significant effect on adjacent Lakewood neighborhoods. A total of 94 noise-related complaints were filed between 1991 and 1994. Nearly all activities were reported by owners of single-family homes. Noise sensitive land uses in Lakewood generally include residential, convalescent and rest homes, hospitals, libraries, churches, and schools. The following table provides a summary of noise levels in the City (based on 1992 daily traffic, depicting dB CNEL contours by principle roadways in the City of Lakewood). The proposed amendments to the Circulation Element are intended to reduce the potential exposure of residential uses to motor vehicle generated noise. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 5.6 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 6.0.)

Street	Location	ADT Contour Distance From Edge of Right of Way		
		(1000s)	60dB	65dB
ALLINGTON ST	BELLFLOWER TO WOODRUFF	4.6	56	34
ALLINGTON ST	WOODRUFF TO CARPINTERO	11.0	120	56
ASHWORTH	LAKEWOOD TO CLARK	3.2	38	17
ASHWORTH	CLARK TO BELLFLOWER	4.0	50	25
ASHWORTH	BELLFLOWER TO WOODRUFF	2.5	35	15
BELLFLOWER BLVD	SOUTH TO ASHWORTH	21.1	220	100
BELLFLOWER BLVD	CANDLEWOOD TO SOUTH	20.1	200	95
BELLFLOWER BLVD	DEL AMO TO CANDLEWOOD	20.7	205	100
BELLFLOWER BLVD	CARSON TO DEL AMO	20.5	190	90
BLOOMFIELD AVE	CENTRALIA TO DEL AMO	15.0	175	80
BLOOMFIELD AVE	CARSON TO DEL AMO	14.4	163	75
CANDLEWOOD ST	PARAMOUNT TO UPRR	15.5	170	78
CANDLEWOOD ST	PARAMOUNT TO DOWNEY	16.2	175	80
CANDLEWOOD ST	LAKEWOOD TO DOWNEY	17.4	170	78

		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
CANDLEWOOD ST	LAKEWOOD TO CLARK	23.6	155	73	
CANDLEWOOD ST	CLARK TO BELLFLOWER	13.0	110	55	
CANDLEWOOD ST	BELLFLOWER TO WOODRUFF	7.3	75	36	
CANDLEWOOD ST	WOODRUFF TO PALO VERDE	4.0	58	28	
CARSON ST	PARAMOUNT TO CLUB HOUSE	29.8	220	105	
CARSON ST	CLUB HOUSE TO LAKEWOOD	30.1	225	110	
CARSON ST	UPRR TO PARAMOUNT	27.1	220	105	
CARSON ST	BELLFLOWER TO WOODRUFF	26.0	220	105	
CARSON ST	WOODRUFF TO PALO VERDE	27.5	225	105	
CARSON ST	PALO VERDE TO LOS COY	28.0	225	105	
CARSON ST	LOS COYOTES TO SG RIVER	33.5	255	120	
CARSON ST	SG RIVER TO PIONEER	40.8	305	148	
CENTRALIA ST	BELLFLOWER TO WOODRUFF	3.8	46	22	
CENTRALIA ST	PALO VERDE/WOODRUFF	2.6	37	17	
CENTRALIA ST	PIONEER TO NORWALK	14.7	156	73	
CENTRALIA ST	NORWALK TO BLOOMFIELD	13.0	140	68	
CENTRALIA ST	PIONEER TO STUDEBAKER	8.5	110	53	
CHERRY	WARDLOW TO CARSON	34.7	280	135	
CHERRY	DEL AMO TO CANDLEWOOD	27.2	230	110	
CLARK AVE	ASHWORTH TO SOUTH	18.7	180	85	
CLARK AVE	SOUTH TO CANDLEWOOD	22.4	200	95	
CLARK AVE	CANDLEWOOD TO DEL AMO	22.8	190	90	
DEL AMO BLVD	PARAMOUNT TO DOWNEY	30.9	280	135	
DEL AMO BLVD	UPRR TO PARAMOUNT	32.2	280	135	
DEL AMO BLVD	LAKEWOOD TO CLARK	31.2	240	115	
DEL AMO BLVD	CLARK TO BELLFLOWER	35.4	305	150	
DEL AMO BLVD	BELLFLOWER TO WOODRUFF	38.6	315	155	
DEL AMO BLVD	WOODRUFF TO PALO VERDE	34.6	300	145	
DEL AMO BLVD	PALO VERDE TO SG RIVER	35.9	305	150	
DEL AMO BLVD	DOWNEY TO LAKEWOOD	31.3	270	130	
DEL AMO BLVD	605 FWY TO PIONEER	29.5	250	120	
DEL AMO BLVD	PIONEER TO NORWALK	23.4	220	105	
DEL AMO BLVD	NORWALK TO BLOOMFIELD	19.5	200	95	
DOWNEY AVE	CANDLEWOOD TO SOUTH	14.8	155	70	
DOWNEY AVE	DEL AMO TO CANDLEWOOD	9.0	105	50	
LAKEWOOD	CARSON TO DEL AMO	32.7	270	130	
LAKEWOOD	DEL AMO TO CANDLEWOOD	33.5	260	125	
LAKEWOOD	CANDLEWOOD TO SOUTH	33.9	260	125	
LAKEWOOD	SOUTH TO ASHWORTH	35.2	270	130	
NORWALK BLVD	CENTRALIA TO DEL AMO	18.6	180	85	
PALO VERDE	CARSON TO CENTRALIA	8.0	90	42	
PALO VERDE	CENTRALIA TO DEL AMO	8.9	96	46	
PALO VERDE	SOUTH TO ALLINGTON	10.4	120	58	
PALO VERDE	SOUTH TO DEL AMO	4.6	70	34	
PARAMOUNT BLVD	DEL AMO TO CANDLEWOOD	20.2	180	85	
PARAMOUNT BLVD	CARSON TO DEL AMO	18.5	200	95	
PARAMOUNT BLVD	COVER TO CARSON	13.4	130	65	
PIONEER BLVD	DEL AMO TO LOS COYOTES	15.0	163	75	
PIONEER BLVD	CENTRALIA TO DEL AMO	21.9	200	95	
PIONEER BLVD	CARSON TO CENTRALIA	18.4	180	85	
SOUTH ST	LAKEWOOD TO CLARK	31.2	250	120	
SOUTH ST	CLARK TO BELLFLOWER	35.4	290	145	
SOUTH ST	BELLFLOWER TO WOODRUFF	38.6	305	150	
SOUTH ST	WOODRUFF TO PALO VERDE	34.6	300	145	
SOUTH ST	PALO VERDE TO SG RIVER	35.9	290	145	
SOUTH ST	DOWNEY TO LAKEWOOD	30.9	250	120	
SOUTH ST	PARAMOUNT TO DOWNEY	29.0	250	120	
STUDEBAKER RD	DEL AMO TO CENTRALIA	10.3	127	60	

		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
WOODRUFF AVE	ALLINGTON TO ASHWORTH	22.0	205	95	
WOODRUFF AVE	CARSON TO DEL AMO	22.5	205	95	
WOODRUFF AVE	SOUTH TO DEL AMO	22.7	210	100	
WOODRUFF AVE	SOUTH TO ALLINGTON	22.4	205	95	

Source: Willdan Traffic Study, 1992

Mitigation of noise impacts will be achieved by continued enforcement programs, consistent with the City's adopted Noise Ordinance, and site plan reviews of future developments to reduce potential off-site noise impacts on sensitive noise receptors.

XI. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- | | | | | |
|-----------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Fire protection? | ☐ | ☐ | ☐ | ☒ |
| b) Police protection? | ☐ | ☐ | ☐ | ☒ |
| c) Schools? | ☐ | ☒ | ☐ | ☐ |

Responses (a to c, above): Future population growth (5,245 to 10,831 residents in 1,149 housing units assumed in the build-out projections of the General Plan) in the City will continue to recent pattern of additional enrollment at the local public schools. These impacts will be mitigated by the construction of additional school facilities, partially paid for by development fees collected by the City for the local school districts. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 6.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Maintenance of public facilities, including roads? | ☐ | ☐ | ☐ | ☒ |
| e) Other governmental services? | ☐ | ☐ | ☐ | ☒ |

Responses (d and e, above): Lakewood's ethnic composition has become more diverse during the past decade. These changes will affect the type and level of human service programs the City provides into the 21st Century. According to Census data, Lakewood persons of white--not of Hispanic--origin decreased from 81.8 percent in 1980 to 72.3 percent in 1990. City records indicate that the ratio of persons with human service program requests over the past ten years, and who identified themselves as anything other than non-Hispanic white, has increased. During the past decade, the need for child care has increased as more women entered the work force. Since 1980, nationwide, the number of women entering the work force increased by 20 percent. According to the 1990 Census, 60.3 percent of households with working women in Lakewood had children under six years of age; county-wide this figure was 54.5 percent. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.3 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

The majority of Lakewood's human services are provided from the City's three community service centers: Palms Community Service Center, Burns Community Service Center, Weingart Senior Center and Youth

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Center. The Burns Community Service Center is the City's "hub" for human service programming. In addition, this facility serves as the City's information and referral station for citizens seeking human service programs.

Human service programs directly operated by the City include the DASH Transportation Program, and Information and Referral. Other programs, such as MAW (Mothers at Work), a child care service, the Senior Nutrition Program, Meals on Wheels and Consumer Credit Counseling Services, are operated by specialized service providers. The City supports these services by providing building space and volunteers. Sometimes the City contributes financial support and operating supplies. Numerous opportunities exist which will enable Lakewood to successfully maintain, and where possible, enhance its delivery of recreational and human service programs.

Parks Twelve parks and numerous other recreational facilities, totaling 204.45 acres, serve Lakewood residents. All of Lakewood's recreational facilities are located within easy walking distance from all residential zones.

Schools Twenty neighborhood schools, totaling 295.95 acres, are available for open space use through existing and potential joint-use agreements between the City of Lakewood and local school districts.

Open Space Passive and active open space lands inventoried in Lakewood totaled 976.36 acres or 13 acres per 1,000 residents (based on 75,124 residents). Although no specific standards exist for adequate urban open space, most municipalities strive for 7.0 acres per 1,000 residents.

Volunteers During Fiscal Year 1992-93, volunteers gave 52,700 hours of their time. Volunteers coach youth sports, keep numerous senior's programs operating (including Meals on Wheels) and assist disadvantaged persons (Project Shepherd).

Recreation and Leisure Activities Lakewood's vast array of recreation and leisure activities include; youth sports, aquatics, community events, community gardens, day camps, programs for the disabled, and after school and holiday programs at City parks.

XII. UTILITIES AND SERVICE SYSTEMS.

Would the proposal result in a need for new systems or supplies, or substantial alternation to the following utilities:

a) Power or natural gas?



Response: *The project, in and of itself, will not cause substantial changes in the need for power and/or natural gas. The City is a developed urban area where power and natural gas supply lines are in place. The General Plan build-out will not result in a need for new systems or in substantial alteration to the existing systems. Possible increased consumption of power and gas will be reduced by the project meeting the energy standards in the California Energy Code, Part 6 of the California Building Standards Code (Title 24). Further, the Lakewood General Plan update, in and of itself will not use substantial amounts of fuel or energy. The construction of the any proposed project in the future will increase the use of fuel and/or energy. However, the additional amount of resources used will not cause a significant reduction in available supplies. The long term impact from increased energy use by future projects in the City is not significant in relationship to the number of customers currently served by the electrical and gas utility companies. Supplies are available from*

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing mains, lines and substations in the City. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

b) Communication systems? ☐ ☐ ☐ ☒

Response: The project, the Lakewood General Plan update, in and of itself, will not result in the need for new communications systems nor create a substantial increase in demand for existing communication systems. The City is a developed urban area where communication systems are in place and it will not result in a need for new systems or in substantial alterations to the existing systems. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

c) Local or regional water treatment or distribution facilities? ☐ ☒ ☐ ☐

Response: The adequacy of water supply is a potential problem for all new development since the Southern California region has been known to experience periods of drought and needs a long-term reliable water supply. However, any project proposed in the City will be encouraged to voluntarily comply with water conservation methods recommended by the City and/or other appropriate agencies to mitigate the impact. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

d) Sewer or septic tanks? ☐ ☒ ☐ ☐

Response: The project, the Lakewood General Plan update, in and of itself, will not result in the need for new sewer systems or services. The likely increase in sewage generation from future development in the City will contribute to the regional demand for expanded treatment capacity at local and regional facilities. The City is located in a developed urban area where a sewer system is already in place and will not result in a need for new or a substantial alteration to the existing sewer system. The potential impact can be mitigated by the imposition of site-specific design requirements, as well as adherence to applicable water conservation programs enacted by the City and regional agencies. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

e) Storm water drainage? ☐ ☐ ☐ ☒

Response: The General Plan update, in and of itself, will not have an effect on storm water drainage. The City is located in a developed urban area where storm drainage is provided by existing streets, storm drains, flood control channels, and catch basins. The build-out consistent with the General Plan will not result in the need for a new or substantial alteration to the existing drainage system. Projects proposed to implement the plans will be reviewed on a case-by-case basis for their impact on storm water drainage facilities. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

f) Solid waste disposal? ☐ ☒ ☐ ☐

Response: The General Plan update, in and of itself, will not result in a substantial impact on solid waste and

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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disposal. Future need for solid waste disposal is a regional problem; increased solid waste generation in the City will contribute to the region's need for additional landfills and other methods of disposal. The City of Lakewood is located in a developed urban area and within the City's refuse collection area. Any future projects in the City will not result in the need for substantial alterations to the existing system of solid waste collection and disposal. The impact can be mitigated by adherence to applicable local, regional and state programs to encourage waste reduction and recycling of solid waste. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

g) Local or regional water supplies? ☐ ☒ ☐ ☐

Response: The General Plan update, in and of itself, will not result in a substantial impact on regional water supplies but future development consistent with the General Plan will contribute to the region's demand for additional water supplies in the long-term. The impact can be mitigated by adherence to applicable water conservation requirements and other conservation programs recommended by the state and local water agencies. The City of Lakewood is located in a developed urban area. Future projects in the City will not result in the need for substantial alterations to the existing system of domestic water delivery. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 3.0.)

XIII. AESTHETICS. Would the proposal:

a) Affect a scenic vista or scenic highway? ☐ ☐ ☐ ☒

Response: The General Plan update, in and of itself, should not result in the obstruction of any scenic vista or view to the public. The City of Lakewood is located in an area which has limited views of the San Gabriel Mountains (located more than 30 miles to the north and northeast), the Palos Verdes Peninsula (approximately 10 miles to the southwest) and the Santa Ana Mountains (more than 30 miles to the southeast in Orange County). (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

b) Have a demonstrated negative aesthetic effect? ☐ ☐ ☐ ☒

Response: The Lakewood General Plan update will not result in the creation of an aesthetically offensive site open to public view. Any future projects in the City will have to conform to the design guidelines and code requirements. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

c) Create light or glare? ☐ ☐ ☐ ☒

Response: The Lakewood General Plan update will not result in the creation of light and glare on sensitive receptors. Future projects in the City will have to conform to the City's plan-check review procedures and applicable code requirements. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 2.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 2.0.)

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. CULTURAL RESOURCES. Would the proposal:

- a) Disturb paleontological resources? ☐ ☐ ☐ ☒

Response: The General Plan update, in and of itself, will not result in the alteration of or the destruction of a prehistoric or archaeological site. There are no buildings (structures, natural features, works of art or similar objects) scheduled for demolition (relocation, removal or significant alteration) on the project site which are of significant archaeological value to the City. There are no known prehistoric or historic archeological sites on the project site. If any such sites are encountered during grading or construction of the project, all grading or construction efforts which would disturb these sites shall cease. An archaeologist shall be notified and provisions for recording and excavating the site shall be made in compliance with Appendix K of the California Environmental Quality Act Guidelines. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 4.1 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

- b) Disturb archaeological resources? ☐ ☐ ☐ ☒

- c) Affect historical resources? ☐ ☐ ☐ ☒

Responses (b and c, above): The Lakewood General Plan update, in and of itself, will not have adverse effects to prehistoric or historic buildings. Any known buildings, structures, natural features, works of art or similar objects on the site having a significant value to the City will be identified by city historic preservation staff as part of the urban design process. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

- d) Have the potential to cause a physical change which would affect unique ethnic cultural values? ☐ ☐ ☐ ☒

Response: The Lakewood General Plan update, in and of itself, will not cause a physical change which would affect unique ethnic cultural values. Any significant lasting physical improvements which reflect cultural values and remain in the area, will be identified in the specific plan process. Potential impacts will be mitigated by measures contained in the General Plan. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 3.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Section 4.0.)

- e) Restrict existing religious or sacred uses within the potential impact area? ☐ ☐ ☐ ☒

Response: Lakewood is a developed urban area where there is no known evidence of religious or sacred uses that build-out consistent with the General Plan would restrict.

XV. RECREATION. Would the proposal:

- a) Increase the demand for neighborhood or regional parks or other recreational facilities? ☐ ☒ ☐ ☐

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Response: Future increases in the City population consistent with the General Plan will incrementally contribute to increased demand on the City's recreational facilities and services. The impact can be mitigated by improved facilities and programs at the City's parks and recreational facilities. (Sources: "Technical Background Report - City of Lakewood General Plan," Section 6.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 2.0 and 5.0.)

b) Affect existing recreational opportunities?



Response: Increased population consistent with the proposed General Plan update will increase the demand on the City's recreational programs. The impacts can be mitigated by continued expansion of existing programs and opportunities. On an annual basis, the City of Lakewood offers over 1000 specialized recreation classes including; adult dance and fitness, adult special interest, arts and crafts; travel programs; teen and youth sports, dance and fitness programs; and preschool education programs. Additional programs include seasonal youth day camps, sports clinics and field trip excursions for various age groups. Information about Lakewood's leisure-time classes and park facilities is contained in the Recreation & Community Services Catalog and also highlighted in the following summary.

Recreation Activities - The City's Recreation & Community Services Catalog contains a complete listing of special interest workshops that include; craft classes, exercise/fitness classes, dance classes, preschool and youth programs. These programs are offered during the spring, summer and fall/winter seasons.

Lakewood Youth Sports - The Lakewood Youth Sports Program has been a fundamental component of life in the community since 1956. Since then, Lakewood Youth Sports has evolved over the years, reacting to changes in the community and in society in general. In 1994, 4,361 boys and girls played baseball, softball, T-ball, football and volley-tennis. During summer months, specialized camps and clinics offer an intensive, skill-building experience for young players.

Preschool Programs - Preschool education classes and parent-cooperative Tot Lots are the focus of the City's programs for the youngest members of the community. Tot Lot is a parent-sponsored preschool program held at various Lakewood parks. Tot Lot offers morning play and basic learning programs for preschool-age children.

In the year 1994, there were 278 children enrolled in the Tot Lot program. The City held 140 pre-school programs and served 2,100 children during that time.

Aquatics Programs - Lakewood has public swimming pools at Mayfair and Bolivar Parks. Each facility offers recreational swimming during the summer months. There are modest fees for recreational swimming and swimming instruction. Some of Lakewood's parks have wading pools for the younger children.

Community Events - The department has a long-standing tradition of offering community-wide events. Over 35,000 residents annually enjoy the Pan American Fiesta, Halloween activities and summer concerts in the park.

Other City of Lakewood Recreational Programs include:

- Community Gardens
- After School and Holiday Programs at City Parks

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- | | |
|----------------------------------|-------------------------------|
| • <i>Special Summer Outings</i> | • <i>Summer Day Camp</i> |
| • <i>Special Family Fun Days</i> | • <i>Program for Disabled</i> |

In addition to offering day use opportunities, Lakewood's 13 park facilities are available for events such as family picnics, birthday parties and community organizations. Park buildings and fields are available to residents on a minimal fee basis. Non-residents are able to rent some facilities at an increased fee. All Lakewood parks have a variety of facilities and many have barbecue grills and sinks, as well as activity rooms with tables, chairs and other special event resources. Table 8.1 presents a listing of city parks and their accompanying acreage. In addition to City parks, other Lakewood recreational facilities include:

Lakewood Country Club - This 171.3 acre, 18-hole golf course is county-operated. On-site buildings include a tennis center, dining and banquet facilities. The Lakewood Golf Course is located at 3101 Carson Street.

Equestrian Center and Rynerson Park - Rynerson Park (53.03 acres) and the Lakewood Equestrian Center (14.9 acres) extend along the east side of the San Gabriel River with entrances on Studebaker Road and Carson Street. The Lakewood Equestrian Center offers riding lessons, horse boarding services and family activities.

Bikeways - Lakewood's extensive bikeway system consists of bike paths, bike lanes and bike trails. Overall, the City's proposed bikeway plan will consist of approximately 40 linear miles.

Human Services - The City of Lakewood is committed to the provision and enhancement of recreational, human and public service programs which serve its residents' diverse needs. The City is devoted to ensuring these programs are accessible to all persons regardless of sex, age, income status, and physical ability.

(Sources: "Technical Background Report - City of Lakewood General Plan," Section 6.2 (May 1995) and "Comprehensive General Plan Draft Policy Document," Sections 2.0 and 5.0.)

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? ☐
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on

☐ ☐ ☐ ☒

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
the environment is one which occurs in a relatively brief, definite period of time while long-term impacts will endure well into the future.)	☐	☐	☐	☒
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	☐	☒	☐	☐

Response: *The potential impacts associated with the proposed update of the General Plan can be mitigated by continued expansion of on-going programs and activities of the City, particularly related to code-enforcement, public works projects to improve traffic flow, and additional recreational and park improvements.*

d. Does the project have environmental effects which all cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒
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EARLIER ANALYSIS

Earlier analysis may be used where, pursuant to the tiering, program EIR or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a discussion should identify the following on attached sheets:

- a) **Earlier Analysis Uses.** Identify earlier analysis and state where they are available for review.
- b) **Impacts adequately addressed.** Identify which effect from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state where such effects were addressed by mitigation measures based on the earlier analysis.
- c) **Mitigation Measures.** For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Evaluation of Environmental Factors - Explanation of The Checklist

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis" may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analysis are discussed in Section XVII at the end of the checklist.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinance). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. See the sample question below. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

**Notice of Preparation List of Recipients
for the EIR on the General Plan Update**

1. SCAG
Environmental Planning
818 West Seventh Street, 12th Floor
Los Angeles, California 90017
Agricultural Commissioner
County of Los Angeles
Weed Abatement District
3400 La Madera Avenue
El Monte, CA 91732
2. Robert D. Cashin, Director
Southeast Area
LACMTA
818 West Seventh Street, Suite 1100
Los Angeles, California 90017
3. Laurence W. Jackson
Executive Vice President and General
Manager
Long Beach Transit
1300 Gardenia Avenue
P.O. Box 731
Long Beach, California 90813
4. Gerhardt H. Felgemaker
Manager of Community and Environmental
Planning
Environmental Planning Division
Department of Planning and Building
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802
5. County of Los Angeles
Department of Regional Planning
1390 Hall of Records
320 W. Temple Street
Los Angeles, CA 90012
6. County of Los Angeles
Mosquito Abatement District
9510 S. Garfield
South Gate, CA 90280
7. Mr. Leon Spaugy
8. Los Angeles County Public Works
Flood Maintenance Department
900 S. Fremont Avenue
Alhambra, CA 91803
9. Mr. Dainis Kleinbergs
County of Los Angeles
Sanitation District
P. O. Box 4998
Whittier, CA 90607
(310) 774-7270 or (213) 685-5217
10. Larry J. Calemene, Executive Officer
Los Angeles County Local Agency
Formation Commission
383 Hall of Administration
Los Angeles, CA 90012
11. Marvin Cavanaugh, Captain
Lakewood Sheriff Station
5130 N. Clark Avenue
Lakewood, California 90712
12. Paul Rippens, Chief
Forestry Division
1320 N. Eastern Avenue
Los Angeles, California 90063
13. Office of the City Manager
Long Beach City Hall
333 W. Ocean Blvd., 13th Floor
Long Beach, CA 90802

14. State of California
Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814
District
4901 E. Carson Street
Long Beach, CA 90808
15. Ms. Michelle Lawrence
Superintendent of Schools
Paramount Unified School District
15110 S. California Avenue
Paramount, CA 90723
16. Thomas J. Riley
Superintendent of Schools
ABC Unified School District
16700 Norwalk Boulevard
Cerritos, CA 90703
17. Dr. Carl Cohn
Superintendent of Schools
Long Beach Unified School District
701 Locust Avenue
Long Beach, CA 90813
18. Dr. Rebecca Turrentine
Superintendent of Schools
Bellflower Unified School District
16703 Clark Avenue
Bellflower, CA 90706
19. Mr. James Zachary, Superintendent
Southern California Water Company
12013 E. Firestone Avenue
Norwalk, CA 90650
20. Mr. Chet Anderson
Metropolitan Water District
1111 Sunset Boulevard
Los Angeles, CA 90054
21. South Coast Air Quality Management
District
21865 E. Copley Drive
Diamond Bar, CA 91765-0938
22. Dr. Barbara Kaldus
Long Beach Community College
23. Cerritos Community College District
Administration Office
11110 E. Alondra Boulevard
Norwalk, CA 90650
24. Mr. Ulyis Williams
Acting President
Compton Community College District
111 E. Artesia Boulevard
Compton, CA 90221
25. Office of the City Manager
City of Artesia
18747 Clarkdale Avenue
Artesia, CA 90701
26. Office of the City Manager
City of Bellflower
16600 Civic Center Drive
Bellflower, CA 90706
27. Office of the City Manager
City of Cerritos
P. O. Box 3130
Cerritos, CA 90703
28. Office of the City Manager
City of Hawaiian Gardens
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716
29. City of Los Angeles
Department of Water and Power
Attn: Environmental Affairs
111 N. Hope Street
Los Angeles, CA

30. Ms. Eileen Tschernenko
Area Manager
Southern California Edison
2800 E. Willow Street
Long Beach, CA 90806
31. Southern California Gas Company
Attn: Environmental Affairs
555 W. Fifth Street
Los Angeles, CA 90013

#9644

Governor's Office of Planning and Research

1400 Tenth Street
Sacramento, CA 95814

RECEIVED

JUN 10 1996

BY: _____



DATE: June 5, 1996
TO: Reviewing Agencies
RE: UPDATE OF THE CITY'S GENERAL PLAN/CITY OF LAKEWOOD
SCH# 96061007

Attached for your comment is the Notice of Preparation for the UPDATE OF THE CITY'S GENERAL PLAN/CITY OF LAKEWOOD draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

CHARLES EBNER
CITY OF LAKEWOOD
COMMUNITY DEVELOPMENT DEPT.
5050 NORTH CLARK AVE.
LAKEWOOD, CA 90712

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call at (916) 445-0613.

Sincerely,

A handwritten signature in cursive script, reading "Antero A. Rivasplata".

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Attachments

cc: Lead Agency

NOP Distribution List

S = sent by lead agency

X = sent by SCH

Resources Agency

- ☒ Nadell Gayou
Resources Agency
1020 Ninth Street, Third Floor
Sacramento, CA 95814
916/327-1722 Fax 916/327-1648
- ☐ Nicole Lelria
Dept. of Boating & Waterways
1629 S Street
Sacramento, CA 95814
916/445-6281 916/327-7250
- ☐ Elizabeth A. Fuchs
California Coastal Commission
45 Fremont Street, Suite 1970
San Francisco, CA 94105-2219
415/904-5200 Fax 415/904-5400
- ☐ Reed Holderman
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
510/286-1015 Fax 510/286-0470
- ☒ Deborah Hermann
Dept. of Conservation
801 K Street, MS-24-02
Sacramento, CA 95814
916/445-8733 Fax 916/324-0948
- ☐ Gary Brittnier
Dept. of Forestry
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/653-9451 Fax 916/653-0989
- ☐ Hans Kreutzberg
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-9107 Fax 916/653-9824
- ☒ Ken Pierce
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-0538
- ☐ Wendy Halverson-Martin
Reclamation Board
1020 Ninth Street, Room 240
Sacramento, CA 95814
916/327-1531 Fax 916/327-1600
- ☐ Steve McAdam
S.F. Bay Conservation & Dev't. Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686 Fax 415/557-3767
- ☐ Nadell Gayou
Department of Water Resources
1020 Ninth Street, Third Floor
Sacramento, CA 95814
916/327-1722 Fax 916/327-1648

Health & Welfare

- ☐ Kim Dinh
Dept. of Health
601 N. 7th Street, PO Box 942732
Sacramento, CA 94234-7320
916/323-6111 Fax 916/327-6092

Fish and Game - Regional Offices

- ☐ Richard L. Elliott, Regional Manager
Department of Fish and Game
601 Locust
Redding, CA 96001
916/225-2363 Fax 916/225-2381
- ☐ Ryan Broddrick, Regional Manager
Department of Fish & Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
916/358-2900 Fax 916/358-2912
- ☐ Ken Aasen, Acting Regional Manager
Department of Fish and Game
P.O. Box 47
Yountville, CA 94599
707/944-5518 Fax 707/944-5563
- ☐ George Nokes, Regional Manager
Department of Fish and Game
1234 East Shaw Avenue
Fresno, CA 93710
209/445-6152 Fax 209/445-6607
- ☒ Department of Fish and Game
Environmental Services
330 Golden Shore, Suite 50
Long Beach, CA 90802
310/590-5132 Fax 310/590-5192

Independent Commissions/Agencies

- ☐ California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814
916/654-3944
- ☐ Native American Heritage Comm.
915 Capitol Mall, Room 364
Sacramento, CA 95814
916/653-4082 Fax 916/657-5390
- ☐ Douglas Long
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/703-2011 Fax 415/703-1965
- ☐ Betty Silva
State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825
916/574-1872 Fax 916/574-1885
- ☐ Gerald R. Zimmerman
Colorado River Board
770 Fairmont Avenue, Suite 100
Glendale, CA 91203-1035
818/543-4676 Fax 818/543-543-4685
- ☐ Tahoe Regional Planning
Environmental Review
P.O. Box 1038
Zephyr Cove, NV 89448
702/588-4547 Fax 702/588-4527
- ☒ Thomas Ottoman
Office of Emergency Services
P.O. Box 29998
San Francisco, CA 94129
415/666-9300
- ☐ Dehby Eddy
Delta Protection Commission
P.O. Box 530
Walnut Grove, CA 95690
916/776-2290 FAX 776-2293

Department of Transportation District Contacts

- ☐ Martin Urkofsky
Caltrans, District 1
1656 Union Street
Eureka, CA 95501
707/445-5812 Fax 707/445-5869
- ☐ Gary Otremba
Caltrans, District 2
P.O. Box 494040
Redding, CA 96049-4040
916/225-3133 Fax 916/225-3146
- ☐ Jeff Pulverman
Caltrans, District 3
703 B Street
Marysville, CA 95901
916/327-3859 Fax 916/323-7669
- ☐ Gary F. Adams
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660
510/286-5578 Fax 510/286-5513
- ☐ Lawrence Newland
Caltrans, District 5
P.O. Box 8114
San Luis Obispo, CA 93403-8114
805/549-3683 Fax 805/549-3077
- ☐ Marc Birnbaum
Caltrans, District 6
P.O. Box 12616
Fresno, CA 93778-2616
209/448-4088 Fax 209/488-4101
- ☒ Stephen J. Buswell
Caltrans, District 7
120 South Spring Street
Los Angeles, CA 90012
213/897-4429 Fax 213/897-4358
- ☐ Harvey Sawyer
Caltrans, District 8
P.O. Box 231
San Bernardino, CA 92402
909/383-4808 Fax 909/383-7934
- ☐ Robert Ruhnke
Caltrans, District 9
500 South Main Street
Bishop, CA 93514
619/872-0689 Fax 619/872-0678
- ☐ Dana Cowell
Caltrans, District 10
P.O. Box 2048
Stockton, CA 95201
209/948-7906 Fax 209/948-7906
- ☐ Lou Salazar
Caltrans, District 11
P.O. Box 85406, MS S-5
2829 Juan Street
San Diego, CA 92186-5406
619/688-6002 Fax 619/688-2511
- ☐ Aileen Kennedy
Caltrans, District 12
2501 Pullman St.
Santa Ana, CA 92705
714/724-2239 Fax 714/724-2592

Business, Transportation, & Housing

- ☐ Sandy Hesnard
Caltrans - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001
916/324-1833 Fax 916/327-9093
- ☐ Alice Huffaker
California Highway Patrol
Office of Special Projects
Planning and Analysis Division
2555 1st Ave.
Sacramento, CA 95818
916/657-7222 Fax 916/452-3151
- ☒ Ron Helgeson
Caltrans - Planning
P.O. Box 942874
Sacramento, CA 94274-0001
916/653-9966 Fax 916/653-0001

State and Consumer Services

- ☐ Robert Sleppy
Dept. of General Services
400 R Street, Suite 5100
Sacramento, CA 95814
916/324-0214 Fax 916/322-3987
- ☐ Office of Local Assistance
501 J Street, Suite 400
Sacramento, CA 95814
916/445-3160

California Environmental Protection Agency

- ☒ Mike Tollstrup
Air Resources Board
2020 L Street
Sacramento, CA 95815
916/322-8267 Fax 916/322-5982
- ☐ Mark deBie
Calif. Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826
916/255-4164 Fax 916/255-4071
- ☐ Wayne Hubbard
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/227-4408 Fax 916/227-4549
- ☐ Phil Zentner
State Water Resources Control Board
Division of Water Quality
P.O. Box 944213
Sacramento, CA 94244-2130
916/657-0912 Fax 916/657-2388
- ☐ Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street, 3rd Floor
Sacramento, CA 95814
916/657-1377 Fax 916/657-1485
- ☐ Dept. of Toxic Substances Control
CEQA Tracking Center
400 P Street, Fourth Floor
P.O. Box 806
Sacramento, CA 95812-0806
916/324-3119 Fax 916/324-1788

SCH#

96061007

Regional Water Quality Control Board

- ☐ NORTH COAST REGION (1)
5550 Skyline Blvd., Suite A
Santa Rosa, CA 95403
707/576-2220 Fax 707/523-0135
- ☐ SAN FRANCISCO BAY REGION (2)
2101 Webster, Suite 500
Oakland, CA 94612
510/286-1255 Fax 510/286-1380
- ☐ CENTRAL COAST REGION (3)
81 Higuera Street, Suite 200
San Luis Obispo, CA 93401-5427
805/549-3147 Fax 805/543-0397
- ☒ LOS ANGELES REGION (4)
101 Centre Plaza Drive
Monterey Park, CA 91754-2156
213/266-7556 Fax 213/266-7600
- ☐ CENTRAL VALLEY REGION (5)
3443 Roubert Road, Suite A
Sacramento, CA 95827-3098
916/255-3000 Fax 916/255-3015
- ☐ Fresno Branch Office
3614 East Ashlan Avenue
Fresno, CA 93726
209/445-5116 Fax 209/445-5910
- ☐ Redding Branch Office
415 Knollcrest Drive
Redding, CA 96002
916/224-4845 Fax 916/224-4857
- ☐ LAHONTAN REGION (6)
2092 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
916/542-5400 Fax 916/544-2271
- ☐ Victorville Branch Office
15428 Civic Drive, Suite 100
Victorville, CA 92392-2359
619/241-6583 Fax 619/241-7308
- ☐ COLORADO RIVER BASIN
REGION (7)
73720 Fred Waring Drive, #100
Palm Desert, CA 92260-2564
619/346-7491 Fax 619/341-6820
- ☐ SANTA ANA REGION (8)
3737 Main Street, Suite 500
Riverside, CA 92501-3339
714/782-4130 Fax 909/781-6288
- ☐ SAN DIEGO REGION (9)
9771 Clairemont Mesa Blvd., Suite B
San Diego, CA 92124-1331
619/467-2952 Fax 619/571-6972

OTHER: _____

OTHER: _____

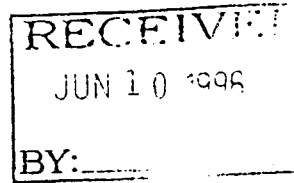


E. Leon Spaugy
Agricultural Commissioner/
Director of Weights and Measures

COUNTY OF LOS ANGELES

*Department of
Agricultural Commissioner
and Weights and Measures*

3400 La Madera Avenue
El Monte, California 91732



Cato R. Fiksdal
Chief Deputy

June 5, 1996

Mr. Charles K. Ebner
Director, Community Development
City of Lakewood
5050 North Clark Avenue
Lakewood CA 90712

Subject: Notice of Preparation of a Draft Environmental Impact Report

Dear Mr. Ebner:

The weed abatement services which our department provides are part of a joint program with the County of Los Angeles Fire Department. Our program is not linked to a Weed Abatement District, and is not funded by a special assessment on each parcel within your city. Only the owners of unimproved vacant parcels declared to be a nuisance are assessed for weed abatement services.

Based on the above information, no permits or other approval of your project is required by our department. Additionally, the initial study assessment of Section IX Hazards, subsection (e) appears to be correct.

If I can be of further assistance or if you have any questions, please contact me at (818) 575-4393, Monday through Friday, from 8:00 a.m. to 5:00 p.m.

Sincerely,

E. LEON SPAUGY, Agricultural Commissioner/
Director of Weights and Measures

By MELVYN A. MAKOS
Deputy Director/Bureau Chief
Weed Hazard and Pest Management Bureau

ELS:MAM:rg

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

RECEIVED

JUN 20 1996

BY: _____



June 18, 1996

IGR/CEQA #6040
NOP
City of Lakewood
General Plan Update
Vic. LA-605/LA-19 - Various

SCH NO. 96061007

Mr. Charles Ebner
City of Lakewood
Community Development Dept.
5050 North Clark Avenue
Lakewood, CA 90712

Dear Mr. Ebner:

Caltrans acknowledges receipt of the Notice of Preparation for the City of Lakewood General Plan Update.

We would like to receive a copy of the Circulation Element of the updated General Plan. In addition, as individual projects are proposed for development, we look forward to the opportunity of reviewing the potential traffic impacts to the State facilities.

Thank you for including Caltrans in the environmental review of the city's General Plan Update. If you have any questions, please feel free to give us a call at (213) 897-4429.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Stephen J. Buswell'.

STEPHEN J. BUSWELL
IGR/CEQA Coordinator
Transportation Planning Office



ABC Unified School District

16700 Norwalk Boulevard, Cerritos, CA 90703 (310) 926-5566

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SUPERINTENDENT

Thomas J. Riley, Ph.D.

RECEIVED

JUN 27 1996

BY: _____

June 25, 1996

City of Lakewood
Community Development Department
5050 N. Clark Avenue
Lakewood, CA 90712

Re: Draft Environmental Impact Report regarding General Plan update.

Thank you for the opportunity to review the draft Environmental Impact Report (EIR) for the General Plan update. Several sections in the report are of some concern to us.

Certain areas that are presently designated "Future Park" are slated, under a proposed land use designation, to become residential. The total proposed changes to the Land Use Element are expected to, among other things, generate an increase of 5,245 persons.

Section XI of the environmental check list recognizes a continuation of increased enrollment at public schools and further acknowledges that this is a Potentially Significant Impact that can be mitigated through the construction of additional school facilities.

Our primary concern, and one that is recognized in Section XI of the report, is that developer fees only partially mitigate the cost of new school facilities.

As quality public schools are in both the City's and District's best interest, when these residential developments move forward, we would like the opportunity to negotiate further mitigation measures with the developer and/or City that will more fully address the real cost of providing adequate and proper educational facilities.

Thank you for your consideration in this matter

Sincerely,

W. Andrew Dunn
Director of Facilities

c: Tahir Ahad

SOUTHERN CALIFORNIA



ASSOCIATION OF
GOVERNMENTS

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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County of Riverside: Bob Buster, Riverside County • Dennis Draeger, Calimesa • Dick Kelly, Palm Desert • Ron Loveridge, Riverside • Ron Roberts, Temecula

County of San Bernardino: Larry Walker, San Bernardino County • Jim Bagley, Twentynine Palms • Deudre Bennet, Colton • David Eshleman, Fontana • Tom Minor, San Bernardino • Gweann Norton-Perry, Chino Hills • Robert Nolan, Upland

County of Ventura: Judy Mikel, Ventura County • Andrew Fox, Thousand Oaks • Stan Daily, Camarillo • John Melton, Santa Paula

RECEIVED

JUN 27 1996

BY: _____

June 25, 1996

Mr. Charles K. Ebner, Community Development Director
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

RE: **Comments on the Notice of Preparation for the Draft EIR
for the City of Lakewood, Update of the Lakewood General
Plan - SCAG No. I 9600195**

Dear Mr. Ebner:

Thank you for submitting the Notice of Preparation for the Draft EIR for the City of Lakewood's General Plan Update to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [b]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Please provide a minimum of 45 days for SCAG to review the Draft EIR when this document is available. If you have any questions regarding the attached comments, please contact Bill Boyd at (213) 236-1963.

Sincerely,

VIVIANE DOCHE-BOULOS
Manager, Intergovernmental Review

H:\LAKEGPUP.NOP

**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE CITY OF LAKEWOOD
GENERAL PLAN UPDATE**

PROJECT DESCRIPTION

The City of Lakewood is updating nine elements of its General Plan: Land Use, Noise, Safety, Openspace Conservation, Circulation, Air Quality, Recreation and Community Services, and Economic Development. It is the City's general intent to: (1) link future land uses in the City with the ability of the circulation system to effectively and safely move traffic in and through the City; and (2) retain the existing land use pattern in the City that has been in place for more than 40 years.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the proposed project¹:

- *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*
- *Encourage local jurisdictions' efforts to achieve balance between the types of jobs they seek to attract and housing prices.*
- *Encourage patterns of urban development and land use which reduce the costs of infrastructure construction and make better use of existing facilities.*
- *Encourage subregions to define an economic strategy to maintain the economic vitality*

¹ See Endnote.

of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.

- *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*
- *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- *Support and encourage settlement patterns which contain a range of urban densities.*
- *Encourage planned development in locations least likely to cause adverse environmental impact.*
- *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- *Discourage development, or encourage the use of special design requirements, in areas*

with steep slopes, high fire, flood, and seismic hazards.

- *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*
- *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- *Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.*
- *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

The Regional Mobility Element (RME) also has policies pertinent to this proposed project². This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

- *Promote TDM programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.*
- *Support the development of public seed funding for new and innovative demonstration programs.*

² See Endnote.

- *Support the extension of TDM program implementation to non-commute trips for public and private sector activities.*
- *Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.*
- *Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.*
- *Support efforts to educate the public on the efficacy of demand management strategies and increase the use of alternative transportation.*
- *Necessary steps to develop and implement arterial HOV facilities in support of transit and rideshare activities shall be initiated.*
- *Necessary steps to develop and implement Smart Corridors and Smart Streets to achieve regional mobility objectives shall be initiated.*
- *Expanded transportation system management by local jurisdictions will be encouraged.*
- *The development and application of management systems by local jurisdictions as a means of optimizing the expenditure of scarce maintenance, operating, and capital funds should be supported.*
- *New transportation infrastructure will incorporate advanced system technologies, where appropriate.*
- *TSM activities throughout the region shall be coordinated among jurisdictions.*
- *Methods to improve safety and reduce incidents on the regional transportation system will be considered.*
- *The development of the regional transportation system should include a non-motorized transportation system that provides an effective alternative to auto travel for appropriate trips. The planning and development of transportation projects and systems should incorporate the following, as appropriate:*
 - *Provision of safe, convenient, and continuous bicycle and pedestrian*

infrastructure to and throughout areas with existing and potential demand such as activity areas, schools, recreational areas (including those areas served by trails), which will ultimately offer the same or better accessibility provided to the motorized vehicle.

- *Accessibility to and on transit (bus terminals, rail stations, Park-And-Ride lots), where there is demand and where transit boarding time will not be significantly delayed.*
- *Maintenance of safe, convenient, and continuous non-motorized travel during and after the construction of transportation and general development projects. Existing bikeways and pedestrian walkways should not be removed without mitigation that is as effective as the original facility.*
- *Entities and programs that currently support the auto should be encouraged to provide the same types of services for non-motorized transportation, including education, promotion, and enforcement.*
- *Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.*
- *Growth in the demand for goods movement will be accommodated through the provision of adequate multi-modal and intermodal infrastructure that is consistent with overall regional goals, objectives, and policies.*
- *Demand for increased goods movement will be given consideration in corridors where system connectivity and gap closure projects are being planned.*
- *Arterial truck access routes will be coordinated for the purpose of improving system connectivity, eliminating circuitous routings, and reducing delays.*
- *Planning to accommodate multi-modal and inter-modal goods movement shall be an integral part of the land use and circulation elements of local government general plans and specific plans.*
- *Local governments shall consider requiring off-street dock facilities for all new buildings and for existing buildings that are approved for extensive renovation; the facilities should be sufficient to accommodate the shipping and receiving needs of such buildings.*

AIR QUALITY CHAPTER ACTIONS

The objectives of the Air Quality Chapter are to: (1) Explain the institutional relationships in the region; (2) Provide an overview of the status of air quality planning in the region; (3) Provide policy makers with an overview of the strategic policy issues facing the region; and (4) Identify

potential actions to address the policy issues identified. Among the relevant actions of this chapter are the following:

- *Work to implement consensus-based approaches to emission reductions from goods movement sources, using the goods movement task force process, studies, and recommendations advocated by SCAG in the 1994 South Coast Air Quality management Plan (Appendix IV-C).*
- *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*
- *Ensure through the Transportation Improvement Plan and conformity process that funding priority for transportation measures identified in the attainment plans are adhered to in local decision making. In addition, support recognition of these priorities in the federal and state transportation appropriation process.*
- *Work to ensure that those infrastructure projects and transportation programs identified as Transportation Control Measures in the State Implementation Plan are not sanctioned or withheld in the event sanctions are imposed.*
- *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*
- *Actively reach out to both private and public sectors to assist in the development of approaches, formation of implementation strategies and identification of fiscal resources to help achieve implementation.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the update of the City of Lakewood's General Plan should be implemented and monitored, as required by CEQA.

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

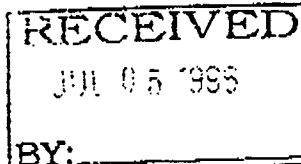
SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

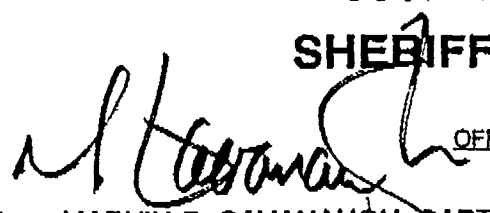
SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

1761551N25A - SH-AD-32A (2/72) -

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT

DATE: June 27, 1996

FILE NO.


OFFICE CORRESPONDENCEFROM: MARVIN O. CAVANAUGH, CAPTAIN
COMMANDER, LAKEWOOD STATIONTO: HOWARD L. CHAMBERS, ADMINISTRATOR
CITY OF LAKEWOOD

SUBJECT: CITY OF LAKEWOOD'S GENERAL ENVIRONMENTAL PLAN

I have reviewed the proposed City of Lakewood's General Environmental Plan, which projects a population increase over the next 25 years.

The increase in population will naturally have an effect on the transportation and circulation of people within the city. This will be mitigated by corresponding changes to city's transportation/circulation system via public street improvements, signalization programs and additional local transit operations.

It is also expected that the proposed land development increases in the residential and retail areas will not place significant increased demands upon law enforcement services to the city.

Law enforcement services, provided by the Los Angeles County Sheriff's Department under contractual agreement with the City of Lakewood, will be constantly monitored and evaluated by our respective staffs. As conditions change, recommendations will be made concerning the level of law enforcement necessary to maintain the appropriate quality of life.

MOC:RDC:JM:cgh



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BELLFLOWER UNIFIED SCHOOL DISTRICT

16703 South Clark Avenue • Bellflower • California 90706
Phone (310) 866-9011 Ext. 3163 • Fax (310) 866-9032

Business Services

July 1, 1996

JUL 02 1996

Charles K. Ebner
Director, Community Development
City of Lakewood
5050 N. Clark Ave.
Lakewood, CA 90712

Re: Update of City of Lakewood's General Plan

Dear Mr. Ebner:

The Bellflower Unified School District has two concerns with the draft EIR (Environmental Impact Report): 1.) The increase in residential density will generate more students to schools that may need more classrooms; 2.) the proposed reduction of "future park," "open space," and "public/quasi public" will increase the demand for school grounds for recreational use. The competition among youth and adult organizations is already quite strong. As the population grows and the land available for recreation decreases, the quality of life could be impacted for the citizens of Lakewood.

If you have any questions, please contact me.

Sincerely,

Gary A. Burgher, Ed.D.
Deputy Superintendent
Business Services

GAB:sl

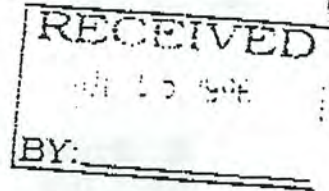


COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-329

(213) 881-2481



P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

July 2, 1996

Mr. Charles K. Ebner
Community Development Director
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Dear Mr. Ebner:

**SUBJECT: ENVIRONMENTAL IMPACT REPORT - CITY OF LAKEWOOD
NOTICE OF PREPARATION OF A DRAFT EIR FOR THE UPDATE
OF THE CITY'S GENERAL PLAN - (EIR #343/1996)**

PROJECT IMPACT ON SERVICES:

Fire protection serving the area appears to be adequate for the existing development/land use; however, limited tax revenue has created uncertainties as to whether the Fire Department will be able to continue current levels of service. Each additional development creates greater demands on existing resources. Consequently, the impact that this project will have on the adequacy of the Fire Department's level of service remains uncertain.

DESIGN AND CONSTRUCTION:

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

Fire flows of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration, will be required for the single-family detached homes. Fire flows of up to 5,000 gallons per minute at 20 pounds per square inch residual pressure, for a five-hour duration, will be required for the commercial and industrial buildings.

Final fire flow will be based on the size of the building, its relationship to other structures and property lines, and the type of construction used.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
ARTESIA
AZUSA
BALDWIN PARK
BELL
BELLFLOWER
BELL GARDENS

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
CUDAHY
DIAMOND BAR

GLENDORA
HAWAIIAN GARDENS
HIDDEN HILLS
HUNTINGTON PARK
INDUSTRY
IRVINDALE

LAKEWOOD
LA MIRADA
LANCASTER
LA PUENTE
LAWDALE
LOMITA

MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES
PARAMOUNT
PICO RIVERA

RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE

Mr. Charles K. Ebner
July 2, 1996
Page 2

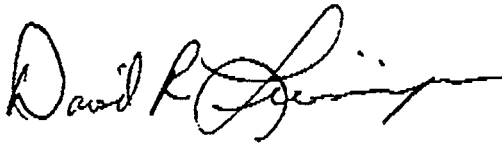
FORESTRY DIVISION:

We have reviewed the Notice of Preparation/Initial Study for the Update of the City's General Plan for the City of Lakewood.

The statutory responsibilities of the Forestry Division of the County of Los Angeles Fire Department include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for high fire severity areas, archeological and cultural resources and the County Oak Tree Ordinance. The proposed project will not have significant environmental impacts in the areas germane to the Forestry Division of the County of Los Angeles Fire Department.

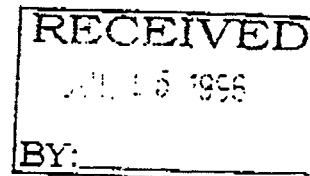
If you have any additional questions, please contact this office at (213) 881-2481.

Very truly yours,



DAVID R. LEININGER, ASSISTANT CHIEF, FORESTRY
PREVENTION BUREAU, FORESTRY DIVISION

DRL:lc



July 3, 1996

Mr. Charles K. Ebner
Community Development Director
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Re: City of Lakewood
Update of the City's General Plan

Dear Mr. Ebner:

Thank you for giving the Southern California Edison Company the opportunity to review and comment on the subject document.

The City of Lakewood is located within Edison's service territory and the electric loads of the proposed project are within the parameters of the overall projected load growth which we are planning to meet in these areas.

Unless the demand for electricity generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical requirements for the next several years.

Also, Edison has electrical facilities in the proposed project area in which the relocation, reconstruction, extension or undergrounding of Edison's electrical distribution system which may be necessitated by activities within the proposed project area will be performed by Edison in accordance with Edison's effective Tariff Schedules approved by and filed with the California Public Utilities Commission.

Thank you again for the opportunity to review and comment on this project. If additional information is required, please contact me at (310) 981-8215.

Very truly yours,

Eileen Tschernenko
Region Manager

EMT:dc

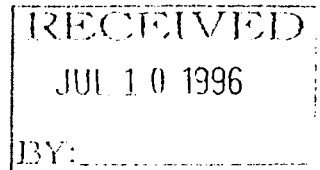
P. O. Box 2896
2800 E. Willow St.
Long Beach, CA 90801



HARRY W. STONE, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100



ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

July 8, 1996

IN REPLY PLEASE P-4
REFER TO FILE:

Mr. Charles K. Ebner
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Dear Mr. Ebner:

**RESPONSE TO A NOTICE OF PREPARATION (NOP)
UPDATE OF THE CITY'S GENERAL PLAN**

Thank you for the opportunity to provide comments on the NOP for the proposed Update of the City's General Plan. We have reviewed the NOP and offer the following comments:

Drainage Planning

A multitude of Unmet Drainage Needs are within the City's boundaries. At the present time, there are no plans for future construction of these storm drains. Any new on-site drainage projects should make provisions to support the elimination of its prospective Unmet Drainage Needs in that area.

If you have any questions regarding these comments, please contact Mr. Arfan Haidary of our Planning Division at (818) 458-4327.

Materials Engineering

Prior to approval of any subdivision plan, grading plan, and/or building plan, detailed geology and soils reports will be required. Reports must address, but not be limited to the following:

The area covered in the NOP is subject to liquefaction hazards. At this time, the scope and extent of the mitigation measures are unknown.

Based upon maps maintained by this Department, the subject site may be subject to liquefaction during seismic events. A coordinated investigation by an engineering geologist and geotechnical engineer is recommended to assess such secondary effects or ground failure from an earthquake. Provide engineering geology input/recommendation inclusive but not limited to deterministic method/values and groundwater data relative to analysis for liquefaction by the geotechnical engineer.

Mr. Charles K. Ebner
July 8, 1996
Page 2

If you have any questions regarding these comments, please contact Mr. Fred Gharib of our Materials Engineering Division at (818) 458-4925.

If you have any questions regarding the environmental reviewing process of this Department, please contact Mr. Vik Bapna at the previous page street address or at (818) 458-4363.

Very truly yours,

HARRY W. STONE
Director of Public Works

A handwritten signature in cursive script that reads "Teri Grant for".

DAVID YAMAHARA
Assistant Deputy Director
Planning Division

KD:my/dbm
115

Department of Water and Power the City of Los Angeles



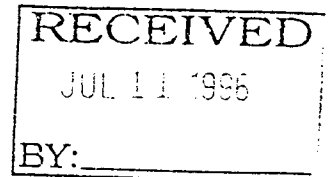
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Mayor

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JAMES F. WICKSER, *Assistant General Manager—Water*
THOMAS M. McCLOSKEY, *Assistant General Manager—Business Planning,
Marketing and Customer Service*
M. FAYE WASHINGTON, *Assistant General Manager/Chief Administrative Officer
—Central Support Services*
PHYLLIS E. CURRIE, *Chief Financial Officer*

July 9, 1996

Mr. Charles K. Ebner
Community Development Department
5050 North Clark Avenue
Lakewood, California 90712



Dear Mr. Ebner:

Update of Lakewood's General Plan Notice of Preparation (NOP)

The Los Angeles Department of Water and Power (LADWP) welcomes the opportunity to provide comments on the NOP as requested in a letter dated May 31, 1996.

LADWP electric transmission lines and associated rights-of-way (TL R/W) are located within the NOP area. Therefore, specific plans for TL R/W use and maintenance need to be submitted to LADWP for approval. LADWP recommends that the following TL R/W issues relative to the NOP be considered in the draft environmental impact report:

Any proposed recreation and aesthetics provided in utility easements will require the following:

- Development and implementation of public safety programs.
- Compliance with facility security norms.
- Adherence to easement holders rules and regulations.

LADWP staff are available for consultation and review of any specific proposals involving the TL R/W. Enclosed are general information guidelines and requirements regarding land use on LADWP's TL R/W for construction, secondary land use of TL R/W, nursery, landscape, greenbelt, agricultural purposes, and trucking and storage operations.

Water and Power Conservation...a way of life



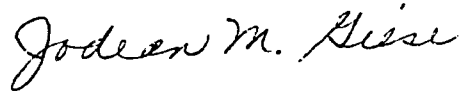
Mr. Charles K. Ebner

- 2 -

July 9, 1996

If you have any questions or would like to discuss any issues, please contact Mr. Richard P. Franklin of my staff at (213) 367-0338.

Sincerely,

A handwritten signature in cursive script that reads "Jodean M. Giese".

JODEAN M. GIESE
Director of Environmental Assessment

Enclosures

c: Mr. Richard P. Franklin w/Enclosures

STANDARD CONDITIONS FOR SECONDARY LAND USE OF
TRANSMISSION LINE RIGHT OF WAY FOR NURSERY,
LANDSCAPE, GREENBELT, AND AGRICULTURAL PURPOSES

1. Retail sales to the general public shall not be performed on the transmission line right of way, except for Christmas tree farms.

2. Licensee shall be responsible for maintenance of the entire right of way within the limits of the agreement in a neat, clean, and weed-free condition, including landscaping and parkways between fences and public streets.

3. A 16-foot-wide patrol road must remain open and unobstructed, excluded from any watering, and kept as dry as possible at all times. The location of the patrol road shall be located in the center of the right of way unless specified elsewhere by the agreement.

4. Licensee shall take all reasonable measures to minimize disturbances to neighboring businesses or residences, including control of dust from their activities, and shall assume the responsibility to resolve any complaints/disputes from adjacent property owners or the public.

5. A suitable access to the right of way through 16-foot-wide gates must be provided to permit entrance of the Department's vehicles and equipment where necessary.

6. Additional fencing, if installed, shall be at Licensee's expense and must be approved by the Department's Transmission Section prior to installation. Such fencing shall become the property of the Department should the agreement be terminated. No transverse fencing is permitted except as approved by the Department. If the Department requires the fence to be removed, it will be done at Licensee's expense.

7. The installation and maintenance of any irrigation system shall be at no expense to the Department. All waterlines shall be buried at a minimum depth of 24 inches where they cross the patrol road.

8. The Department shall not be liable for any damage to the irrigation system, plants/trees and containers, or other facilities placed on the right of way because of the Department's operation and maintenance.

9. Plants/Trees whose mature nominal height exceeds 25 feet are not permitted to be planted in the ground within the right of way area. In addition, plants/trees must be trimmed and maintained at a height not to exceed 15 feet.

10. Plants/Trees larger than a 15-gallon size shall be permitted only in the area between 10 feet outside the conductor drip line and the adjacent side property line.

11. Shade structures shall be permitted only in the area between 10 feet outside the conductor drip line and the adjacent side property line. They shall not exceed 10 feet in height. The shade structure framing shall be constructed only of noncombustible materials and be designed for quick and easy disassembly. Wooden framing materials are not permitted. The frame covering shall be a fire retardant material.

12. Two portable toilets, as approved by appropriate governmental regulations, shall be permitted along the side of the right of way. However, on developments of three acres or larger, one toilet per acre shall be allowed.

13. Portable tool storage sheds shall be permitted only at the edge of the right of way. They shall be constructed of a noncombustible materials and shall not exceed 10 feet wide by 20 feet long by 10 feet high. A maximum of one per acre shall be permitted.

14. Portable storage bins for nursery supplies shall be permitted only at the edge of the right of way. They shall not exceed 10 feet by 20 feet by 10 feet. Noncombustible materials shall be used for their construction. One per acre shall be permitted.

15. Overhead telephone and power cables shall be permitted only at the edge of the right of way. Communications and electric power crossings of the Department's right of way shall be underground and must be approved by the Department's Transmission Section prior to installation.

16. None of the allowed structures, appurtenances, and nursery products discussed in the foregoing shall be placed on the Department's right of way until drawings locating these items have been submitted to and approved by the Department. Structures and appurtenances not mentioned in the foregoing shall not be permitted. All metal structures shall be electrically grounded.

17. Licensee shall post a cleanup and restoration bond of \$1,000 per acre.

18. All plans for grading, planting, water systems, and the nursery layout must be approved by the Department prior to any development.

19. There shall be no overnight storage or parking of vehicles on the right of way.

20. The license agreement shall contain a 30-day written revocation clause.

21. Should the agreement be terminated, Licensee shall return the right of way as nearly as possible to its original conditions and shall contact the Department's Transmission Section, (818) 771-4576, to make arrangements for a field inspection of the right of way.

22. Licensee shall comply with all valid laws, ordinances, rules, orders, or regulations of the State of California, the County of Los Angeles, the City of Los Angeles, or any agencies, departments, districts, or commissions of the State, County, or City.

23. Because of overhead electrical conductors, Licensee shall use only such equipment as is consistent with the terms of safety ordinances or statutes, and generally accepted safety practices.

24. An area at least 50 feet around the base of each tower must remain open and unobstructed for necessary maintenance, including periodic washing of insulators by high-pressure water spray.

25. Storage of flammable liquids is not permitted within the right of way area.

THE FOLLOWING APPLIES TO CHRISTMAS TREE FARMS:

1. On-site retail sale of trees may be allowed during a 30-day period commencing no earlier than November 26 and terminating no later than December 26 of any given year.

2. This permission, if granted, shall not be construed as allowing any item for sale other than whole Christmas trees grown on the licensed area.

3. The sale of pre-cut Christmas trees is absolutely prohibited.

4. No application of flocking or other decorative material to the trees shall be allowed on the right of way.

5. Temporary advertising banners, if allowed, may only be attached to the right of way fencing. The banners may not be larger in size than the fencing and must be of flame retardant material.

6. No structural advertising signs will be allowed on the right of way.

7. No temporary lighting will be allowed unless submitted to and approved by the Department of Water and Power's Transmission Section.

8. Any lighting approved by the Department of Water and Power's Transmission Section shall only be allowed during the 30-day sale period.

STANDARD CONDITIONS FOR CONSTRUCTION

1. Energized transmission lines can produce electrical effects including, but not limited to, induced voltages and currents in persons and objects. Licensee hereby acknowledges a duty to conduct activities in such manner that will not expose persons to injury or property to damage from such effects.
2. Department personnel shall have access to the right of way at all times.
3. Unauthorized parking of vehicles or equipment shall not be allowed on the right of way at any time.
4. Unauthorized storage of equipment or material shall not be allowed on the right of way at any time.
5. Fueling of vehicles or equipment shall not be allowed on the right of way at any time.
6. Patrol roads and/or the ground surfaces of the right of way shall be restored by the Licensee to original conditions, or better.
7. All trash, debris, waste, and excess earth shall be removed from the right of way upon completion of the project, or the Department may do so at the sole risk and expense of the Licensee.
8. All cut and fill slopes within the right of way shall contain adequate berms, benches, and interceptor terraces. Revegetation measures shall also be provided for dust and erosion control protection of the right of way.
9. All paving, driveways, bridges, crossings, and substructures located within the right of way shall be designed to withstand a combined weight of 40,000 pounds in accordance with the American Association of State Highway and Transportation Officials H20-44 (M18) wheel loadings.
10. The location of underground pipelines and conduits shall be marked at all points where they cross the boundaries of the right of way and at all locations where they change direction within the right of way. The markings shall be visible and identifiable metal post markers for underground pipelines.
11. All aboveground metal structures including, but not limited to, pipes, drainage devices, fences, and bridge structures located within or adjoining the right of way shall be properly grounded, and shall be insulated from any fencing or other conductive materials located outside of the right of way.

12. Licensee shall neither hold the Department liable for nor seek indemnity from the Department for any damage to the Licensee's project due to future construction or reconstruction by the Department within the right of way.

13. Burning shall not be allowed on the right of way.

14. Licensee shall control dust by dust-abatement procedures approved by the Department, such as the application of a dust palliative or water.

15. The right of way contains high-voltage electrical conductors; therefore, the Licensee shall utilize only such equipment, material, and construction techniques that are permitted under applicable safety ordinances and statutes, including the following: State of California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Division of Industrial Safety, Subchapter 5, Electrical Safety Orders; and California Public Utilities Commission, General Order No. 95, Rules for Overhead Electric Line Construction.

16. Licensee is hereby notified that grounding wires may be buried in the right of way; therefore, the Licensee shall notify the Power Operating and Maintenance Division at (818) 771-4576 at least 48 hours prior to the start of any construction activities in the right of way.

17. An area within a radius of at least 50 feet around the base of each tower shall remain open and unobstructed for emergencies or maintenance, including periodic washing of insulators by high-pressure water spray.

18. Detailed plans for any grading, paving, and construction work within the right of way shall be submitted for approval to the Chief Real Estate Officer, Department of Water and Power, P. O. Box 111, Room 1203, Los Angeles, California 90051-0100, no later than 45 days prior to the start of any grading, paving, or construction work. Notwithstanding any other notices given by Licensee required herein, Licensee shall notify the Power Operating and Maintenance Division at (818) 771-4576 no earlier than 14 days and no later than two days prior to the start of any grading, paving, or construction work.

19. "As Constructed" drawings showing all plans and profiles of the Licensee's project shall be furnished to the Chief Real Estate Officer, Department of Water and Power, P. O. Box 111, Room 1203, Los Angeles, California 90051-0100, within five days after completion of Licensee's project.

20. In the event that construction within the right of way is determined upon inspection by the Department to be unsafe or hazardous to Department facilities, the Department may assign a line patrol mechanic at the Licensee's expense.

21. If the Department determines at any time during construction that the Licensee's efforts are hazardous or detrimental to Department facilities, the Department shall have the right to immediately terminate said construction.

GUIDELINES FOR TRUCKING OPERATIONS

"Trucking Operations", as used in these Guidelines, are comprised of either or both of the two specific permissible categories of activities defined as follows:

1. PARKING OF VEHICLES. Vehicles are permitted to be left unattended in the approved parking area for a period not to exceed three (3) consecutive days, subject to restrictions on parking found elsewhere in these Guidelines.
2. LOADING AND UNLOADING OF VEHICLES. Vehicles are permitted to traverse under transmission lines and to load and unload their contents in the approved loading area only during the applicant's normal hours of operation and in the presence of the applicant's supervisory personnel. The approved loading area may, if needed to accommodate certain tractor-trailer configurations, include small portions of area where parking is not otherwise permitted.

Trucking operations in a right of way where the Department has fee title shall require a license; trucking operations in a right of way where the Department has an easement shall require a consent agreement. The license and the consent agreement shall be collectively referred to herein as the "agreement".

The Power System will review each request for trucking operations within the transmission line rights of way and determine the adequacy of such proposed plan and its compatibility with the Department's requirements and the surrounding property owners. Also, the Power System will report its findings and recommendations to its Real Estate Section for processing. Final approval of any plans and documents, including the decision to allow such uses, is the responsibility of the Power System.

Each request for trucking operations will be reviewed individually on its own merits and must comply with the following conditions and requirements specified hereinafter. THESE CONDITIONS AND REQUIREMENTS SHALL BE STRICTLY ENFORCED; ANY VIOLATION OF SUCH SHALL BE GROUNDS FOR TERMINATION OF THE AGREEMENT.

1. The granting of an agreement for trucking operations shall apply only to rights of way that are rated below 345 kV.

2. Trucking operation rights granted shall not be used to satisfy any zoning demands, zoning variances, conditional use permits, open space or parking requirements for building plans and permits, or governmental requirements.

3. A detailed layout plan shall be provided to include, but not be limited to, location of towers, right of way boundaries, loading area, parking area, paved area, distances between the trucking operations areas and the towers and the conductor drip lines, landscaping areas, drainage plan, lighting scheme, and traffic barrier or devices to provide control of an orderly trucking operations plan.

4. The detailed plan shall require the Power System's review and approval prior to the issuance of any agreement and shall be designed to meet all of the following:

- (a) No parking shall be located within five feet of the outermost conductor drip line. (See Appendix for standard drawings for sample layouts.)
- (b) No parking shall be allowed within 50 feet around the base of each tower.
- (c) Protective barriers may be required for the tower if determined to be necessary by the Department.
- (d) Landscaping may be required by the Department or other appropriate public agencies for aesthetic purposes and to provide some control of the nonassigned trucking operation area. Plants may not exceed 15 feet in height.
- (e) A highly visible "NOTICE" sign shall be posted to specify: "Park at your own risk. Vehicles parked in this area may be subject to water spotting from occasional transmission line insulator washing operations."

5. The Department shall not be held liable for any loss or damage, and the applicant shall be required to purchase the necessary insurance which will include the Department as additional insured. The applicant shall agree to release and hold harmless the Department against any liability for damage to persons or property.

6. The area governed by the agreement shall not segment the right of way in such a manner that the remaining area is rendered useless for other secondary land use activities. The Department may require the applicant to apply for the entire segment of the right of way. Furthermore, the area selected shall not create a security problem for the Department.

7. Cross fencing shall not be permitted except at natural boundaries, roadways, and railroad crossings. The design and installation of such cross fencing shall be subject to Department approval.

8. Flammable, explosive, or corrosive loads, including hazardous materials or hazardous wastes, or other "placarded loads" (defined as those which are required by law or regulation to carry signs defining its contents for public safety) shall not be allowed within the right of way area at any time.

9. The agreement shall contain a 30-day written termination clause. Similarly, the agreement shall require a surety bond provided by the applicant in the amount to be determined by the Department. Such bond shall assure restoration of the Department's facilities and compliance with all stipulated conditions.

10. Except for those vehicles used for the approved trucking operations, equipment such as campers, boats, and recreation vehicles shall not be allowed to enter the right of way.

11. All permits and related governmental requirements to develop the trucking operations area, such as conditional use permits, environmental impact reports, public hearings, etc., shall be the responsibility of the applicant.

12. Upon termination of the agreement for whatever reason, the applicant shall be responsible for all cleanup cost and expense, including but not limited to, any fines, penalties, judgments, litigation costs, and attorneys' fees incurred as a result of any and all discharge, leakage, spillage, emission, or pollution of any type whatsoever occurring upon or from the premises due to the applicant's use and occupancy of the premises. Said cleanup shall be accomplished to the satisfaction of the Department and any governmental body having jurisdiction thereover.

13. Vehicle repairing, vehicle refueling, as well as all activities not related to trucking operations as herein defined are prohibited.

14. Trucking operations shall be allowed only in the areas as indicated in the approved plans.

15. The applicant shall take all necessary measures to minimize disturbances to neighboring businesses or nearby residences and shall assume the responsibility to resolve any complaints/disputes from adjacent property owners or the public.

16. When required for emergency restoration work or normal maintenance operation on the transmission system, the applicant shall cooperate promptly and diligently with the Department's effort to move vehicles out of specific areas required to perform emergency work or operation. The Department reserves all rights at any time to move or tow vehicles out of specific areas for any transmission operation or maintenance purposes. The Department shall not be responsible for any damage to applicant's vehicles, their contents, or improvements authorized in the agreement caused by the Department's paramount right to operate and maintain its facilities within the right of way.

17. All agreements are personal to the applicant and are not assignable to any third party.

GUIDELINES FOR PARKING

"Parking", as used in these Guidelines, is defined as leaving approved vehicles unattended for a period not to exceed 24 hours. Approved vehicles are defined as easily movable passenger vehicles and light trucks, such as pickup trucks and vans. Any larger vehicles or equipment, such as campers, boats, and trailers are not approved and shall not be allowed to enter the right of way.

Each request for vehicle parking will be reviewed individually on its own merits and must at least comply with the following conditions specified hereinafter.

1. Parking rights granted shall not be used to satisfy any zoning demands, zoning variances, conditional use permits, open space, or parking requirements for building plans and permits, or governmental requirements. A highly visible "NOTICE" sign shall be posted to specify: "Park at your own risk".

2. The Department shall not be held liable for any loss or damage due to theft or accidents, and the applicant shall be required to purchase the necessary insurance which will include the Department as additional insured. The applicant shall agree to release and hold harmless the Department against any liability for damage to persons or property.

3. There shall be no storage of vehicles. Storage is defined as the parking of a vehicle for a period in excess of 24 hours.

4. All permits and related governmental requirements to develop the parking area (conditional use permits, environmental impact reports, public hearing, etc.) shall be the responsibility of the applicant.

5. Upon termination of the agreement for whatever reason, the applicant may, at the discretion of the Department, be required to remove all improvements and restore the site to its original condition or better.

6. Parking shall be allowed only in the approved areas.

7. The applicant shall be responsible for all cleanup costs and expenses resulting from any pollution or contamination.

8. The applicant shall take all necessary measures to minimize disturbances to neighboring businesses or nearby residences and shall assume the responsibility of resolving any complaints/disputes from adjacent property owners or the public.

9. All requirements specified herein will be strictly enforced. The violation of any of the requirements specified herein shall terminate the agreement.

22. All concentrated surface water which is draining away from the proposed facility shall be directed to an approved storm drain system where accessible, or otherwise restored to sheet flow before being released within or from the right of way.

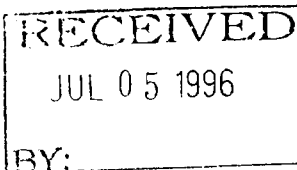
23. Fills shall be in horizontal, uniform layers not to exceed six inches in thickness before compaction, then compacted to 90 percent relative compaction in accordance with the American Society for Testing and Materials D1557.

24. A surety bond in the amount to be determined by the Department shall be supplied by the Licensee to assure restoration of the Department facilities and compliance with all conditions herein.

25. The Licensee shall obtain and pay for all permits and licenses required for performance of the work and shall comply with all laws, ordinances, rules, orders, or regulations including, but not limited to, those of any agencies, departments, districts, or commissions of the State, County, or City having jurisdiction thereover.

26. The term "construction", as used herein, refers only to that construction incidental to the maintenance or repair of the existing (requested facility) and shall not be construed to mean permission to construct any additional (requested facility).

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT



DATE: June 27, 1996

FILE NO.

OFFICE CORRESPONDENCE


FROM: MARVIN O. CAVANAUGH, CAPTAIN
COMMANDER, LAKEWOOD STATION

TO: HOWARD L. CHAMBERS, ADMINISTRATOR
CITY OF LAKEWOOD

SUBJECT: CITY OF LAKEWOOD'S GENERAL ENVIRONMENTAL PLAN

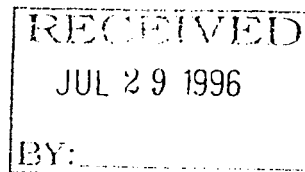
I have reviewed the proposed City of Lakewood's General Environmental Plan, which projects a population increase over the next 25 years.

The increase in population will naturally have an effect on the transportation and circulation of people within the city. This will be mitigated by corresponding changes to city's transportation/circulation system via public street improvements, signalization programs and additional local transit operations.

It is also expected that the proposed land development increases in the residential and retail areas will not place significant increased demands upon law enforcement services to the city.

Law enforcement services, provided by the Los Angeles County Sheriff's Department under contractual agreement with the City of Lakewood, will be constantly monitored and evaluated by our respective staffs. As conditions change, recommendations will be made concerning the level of law enforcement necessary to maintain the appropriate quality of life.

MOC:RDC:JM:cgh



Board of Trustees
Katherine F. Aschieris
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Darwin R. Thorpe

Interim Superintendent-President
Barbara J. Kalbus, Ph. D.

Long Beach City College • Long Beach Community College District
4901 East Carson Street • Long Beach, California 90808

July 15, 1996

Charles K. Ebner
Community Development Director
City of Lakewood
5050 North Clark Avenue
Lakewood, CA 90712

Dear Mr. Ebner:

I have reviewed the update of the City of Lakewood's Comprehensive General Plan. As presented, there isn't any negative environmental impact on Long Beach City College.

However, please keep Long Beach City College informed regarding any refinements, changes etc. in your plan. We genuinely appreciate your being such a good neighbor.

The contact person for our agency is:

William C. Barnes
Executive Dean
Pacific Coast Campus
1305 East Pacific Coast Highway
Long Beach, CA 90806

Sincerely,


William C. Barnes
Executive Dean
Pacific Coast Campus

cc: Barbara Kalbus



BUSINESS DEPARTMENT - Business Services
Facility Planning and Management Branch
2425 Webster Ave., Long Beach, CA 90810
(310) 595-9574 FAX (310) 595-8644

July 16, 1996

RECEIVED

JUL 22 1996

BY: _____

Mr. Jack Gonsalves
Community Development Department
City of Lakewood
5050 North Clark Avenue
Lakewood, California 90712

SUBJECT: UPDATE OF THE CITY'S GENERAL PLAN

Dear Mr. Gonsalves:

Thank you for the opportunity to respond to the update of the City's General Plan. We apologize for the late response. I am requesting that future EIR information be sent directly to me, Lisa Dutra, Facilities Director, 2425 Webster Avenue, Long Beach, California 90810. Upon review of this document, Long Beach Unified School District requests that the topic of schools be added to the list of optional elements.

Updating of the General Plan could impact educational facilities themselves and the overall operation of school sites. The Long Beach Unified School District would like to provide input as new commercial or residential developments are planned for the City of Lakewood, when applicable.

Thank you for the opportunity to respond to the update of the City's General Plan. Please call should you require further information or have any questions.

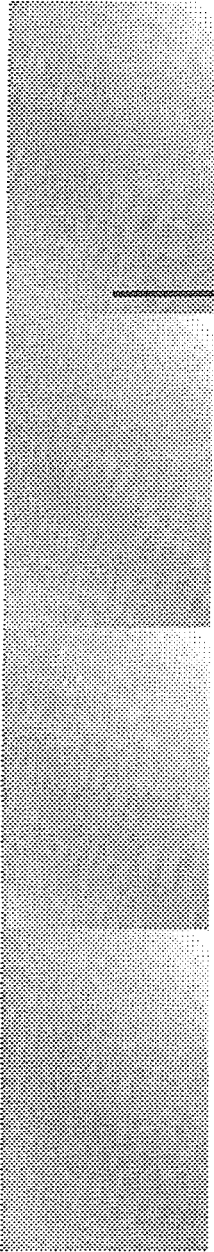
Sincerely,


Lisa Dutra
Facilities Director

LD/js

pc: Tomio Nishimura

lake



Appendix B: Glossary of Terms and Acronyms

General Plan Update
Final Master EIR

City of Lakewood

**Appendix B:
Glossary of Terms and Acronyms
Used in the Master EIR**

Addendum to an EIR

The preparation and adoption of minor technical changes or additions to an EIR where such changes or additions do not raise important new issues regarding the significant effects on the environment.

Advisory Body

The group or person designated by the City to review projects and advise the Decision-Making Body.

Air Quality Management Plan (AQMP)

A plan describing how the South Coast Air Quality Management District (SCAQMD) plans to achieve national and state air quality standards. Last amended by the Southern California Association of Governments (SCAG) and the SCAQMD in 1994, the AQMP contains an aggressive implementation schedule for reducing emissions, primarily through the use of market incentives. After adoption by the governing Board of the SCAQMD and approval by the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (US EPA), the AQMP becomes the applicable State Implementation Plan (SIP) for the region and the basis for making conformity demonstrations for federal projects.

Air Quality Standard

The specified average concentration of an air pollutant in ambient air during a specified time period at or above which unhealthful effects may result. The two sets of air quality standards with which the SCAQMD is concerned are the National Ambient Air Quality Standards (NAAQS) and the California Air Quality Standards.

Ambient

Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Ambient Noise Level

The noise level existing in an area before introduction of the proposed roadway. This quantity is measured in dBA and expressed as an L_{eq} ambient noise level.

Appeal Body

The group or person designated to review and rule on decisions of the Decision-Making Bodies, when such decisions are appealed.

Average Daily Traffic (ADT)

The average number of vehicles that pass over a given roadway during a one day period. The average daily traffic is calculated by determining the total number of vehicles during a given period in whole days and dividing by the number of days in the period.

A-weighted Sound Level

The most generally used measure of the magnitude of traffic noise. It is defined as the sound level, in decibels, measured with a sound-level meter having the metering characteristics and frequency weighing specified in American National Standard Specifications for Sound Level Meters, ANSI S1.4-1971. It is common practice to refer

to the numerical units of an A-weighted sound level as "dBA". The A-weighting tends to de-emphasize lower-frequency sounds (e.g. below 1,000 Hz).

Buildout

Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.

CAAQS

California Ambient Air Quality Standards

California Air Resources Board (CARB)

The state agency charged with primary responsibility for regulating motor vehicle sources in the state and development of the State Implementation Plan (SIP). The CARB is a department of the California Environmental Protection Agency (Cal-EPA).

California Environmental Quality Act (CEQA)

The state law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action of the proposed project.

Capital Improvement Program

A budgetary program that schedules the construction of public facilities to fit its fiscal capability some years into the future. Capital improvement programs are usually projected five or six years in advance and should be updated annually.

Carrying Capacity

The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. Carrying capacity also refers to the upper limits beyond which the quality of life, health, welfare, safety or community character within an area will be impaired.

Categorical Exemption

An exemption from the requirements of CEQA based on a finding by the Secretary for Resources and the Pasadena City Council that certain types of projects do not have a significant effect on the environment.

CEQA

The California Environmental Quality Act. The State law' implemented by these Guidelines and contained in the California Public Resources Code, Section 2100 et seq.

Circulation Element

One of the seven state-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs (or measures) for the planning and management of existing and proposed thoroughfares, transportation routes, and terminals, as well as local public utilities and facilities, all correlated with the land use element of the general plan.

Clean Air Act (CAA)

Federal law that established federal air pollution control requirements to be administered by the U.S. Environmental Protection Agency and sets requirements for states to follow in administering air pollution control programs. The CAA established deadlines for

attaining national ambient air quality standards and requirements for federal agencies for demonstrating conformity of their actions to the CAA. The CAA was last amended in 1990.

CO (Carbon monoxide)

An invisible, odorless, tasteless and toxic gas. Its chemical formula is CO. It is primarily generated by motor vehicles but is found in trace amounts in the natural atmosphere.

Community Noise Equivalency Level (CNEL)

A 24-hour energy equivalent level derived from a variety of single-noise events, with weighing factors of 5 and 10 dBA applied to the evening (7 pm to 10 pm) and nighttime (10 pm to 7 am) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management (TSM), and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a CMP.

Cumulative Impacts

Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Decibel (dB)

A logarithmic "unit" that indicates the ratio between two powers. A power ratio of 10 corresponds to a 10-decibel difference.

Decision-Making Body

The group or person designated by law to be responsible for final approval or disapproval of a project or implementation activity.

Dedication

An action by a property owner which turns over private land for a public use, and its acceptance for such use by the government agency in charge of the public function for which it will be used. Dedications for streets, parks, school sites, or other public uses are often made conditions for the approval of a development.

Density Transfer

A process permitting unused allowable densities in one area to be used in another area. Where density transfer is permitted the average density over an area would remain constant, but allow internal variations. Within a single development, the result would normally be a clustering of buildings on smaller lots with some land retained as open space.

Design Noise Level

Noise levels for various activities or land uses which represent the upper limit of acceptable traffic noise conditions. These levels are used to determine the degree of impact of traffic noise on human activities.

Development

The placement or erection of any structure, grading, dredging, mining or extraction of any materials. New development includes: (a) any change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act and any other division of land, including lot splits; and (b) any change in the intensity of use, construction, reconstruction, demolition or alteration of the size of any structure, including any facility of any private, public or municipal utility.

Discretionary Action

An action which requires the exercise of judgment or deliberation when an agency and/or city council decide to approve or disapprove a particular activity, as distinguished from situations where an agency and/or city council merely have to determine whether there has been conformity with applicable statutes, ordinances, or regulations.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Emergency

A sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to, life, health, property, or essential public services. "Emergency" includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage.

Enhance

To improve existing conditions by increasing the quantity or quality of beneficial uses or features. Action will be taken to improve existing conditions by increasing the quantity or quality of beneficial uses or existing actions. The expectation is that a desirable condition exists, and is to be improved by the action.

Environment

The physical conditions which exist within the area. which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance. The environment includes both natural and man-made conditions.

Environmental Documents

"Environmental documents" includes Draft and Final EIRs, Program EIRs, Tiered EIRs, Master EIRs, Focused EIRs, Initial Studies, Addenda to EIRs, Supplements to EIRs, Subsequent EIRs, Negative Declarations, Mitigated Negative Declarations, Mitigation Monitoring Plans, Master Environmental Assessments and documents prepared under NEPA and used by the City in the place of an initial study, negative declaration, or an EIR.

Environmental Impact Report (EIR)

An informational document which provides public agencies and the public in general

with detailed information about the effect which a proposed project is likely to have on the environment and which contains a list of ways the significant effects of such a project might be minimized including alternatives to such a project and/or mitigation measures. When its preparation is required, it shall be considered by every public agency prior to the approval or disapproval of a project. An EIR is a detailed statement setting forth the matters specified in Section 21000 and 2100.1 of the California Environmental Quality Act (CEQA). An EIR is an *information* document which, when its preparation is required by CEQA, shall be considered by every public agency prior to its approval or disapproval of a project. The purpose of an EIR is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment. An EIR lists ways in which the significant effect of such a project might be minimized and to indicate alternatives to such a project.

Environmental Impact Statement (EIS)

An environmental impact report prepared pursuant to the National Environmental Policy Act (NEPA).

Existing Noise Levels

The noise resulting from the natural and mechanical sources and human activity usually present in a particular area.

Feasible

Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Floor-Area Ratio (FAR)

The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor-Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, a FAR of 0.5 would allow 5,000 sq. ft. of floor area; an FAR of 0.25 would allow 2,500 sq. ft.; and an FAR of 0.15 would allow only 1,500 sq. ft. Also, as commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis to an average FAR for an entire land use or zoning district.

Focused EIR

Is used when the lead agency finds that a subsequent project has been adequately analyzed as far as cumulative impacts and growth inducing impacts, and irreversible significant effects on the environment in a Master EIR. The focused EIR need only analyze effects on the environment specific to the subsequent project.

Growth Management

Policy for future growth to be controlled or otherwise regulated by various ordinances and programs. The land use element of the general plan identifies future growth, including both residential and non-residential development. Growth management is a process, through ordinances and programs, to ensure that the growth identified in the General Plan's land use element occurs at a pace consistent with the City's objectives.

Households, Number of

The count of all year-round housing units occupied by one or more persons. The concept of households is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an

increase in population, thereby increasing the demand for housing.

Household, Low-Income

A household with an annual income usually no greater than 80 percent of the area's median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development.

Household, Moderate-Income

A household with an annual income between the lower income eligibility limits and 120 percent of the area's median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development.

Household, Very-low Income

A household with an annual income no greater than 50 percent of the area's median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

Housing and Community Development, Department of (HCD)

The state agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of very-low, low- and moderate-income households.

Housing Element

One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five years.

Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county or other public agency as compensation for otherwise-unmitigated impacts the project will produce. California Government Code Section 66000, *et. seq.*, specifies that development fees shall not exceed the estimated reasonable costs of providing the service for which the fee is charges. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Infrastructure

Includes, but is not limited to: road, schools, public utilities (such as water, natural gas, telephone, electricity, etc.), parks and playgrounds, waste disposal, sewers and/or septic systems.

Initial Study

A Preliminary analysis of the environmental effects of a proposed action used to determine whether an EIR, Subsequent EIR, Supplement EIR Addendum to EIR, or a Negative Declaration must be prepared and used to identify the significant environmental effects to be analyzed. the Initial Study may also be used to streamline environmental review by determining that a previous EIR adequately analyzes the current proposed project or the project is part of a larger project whether a master, tiered, program or focused EIR would be appropriate.

Jobs/Housing Balance; Jobs/Housing Ratio

The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute (that is, workers commute to the area because there are more jobs available than residents to fill the jobs); a ratio less than 1.0 indicates a net out-commute (that is, residents commute out of the area to find employment).

Jurisdiction by Lead Agency

The authority of any public agency to: 1) grant a permit or other entitlement for use; 2) provide funding for the project in question, or to exercise authority over resources which may be affected by the project. A city or county will have jurisdiction by law with respect to a project when the city or county having primary jurisdiction over the area involved is: 1) the site of the project; or 2) the area in which reside those citizens most directly concerned by any such environmental effects. Where an agency having jurisdiction by law must exercise discretionary authority over a project in order for the project to proceed, it is also a responsible agency.

 L_{dn}

The average A-weighted sound level, integrated over a 24-hour period, with a 10 dB penalty added to night-time sound levels to account for more noise-sensitive activities during that period.

 L_{eq}

The equivalent steady-state A-weighted sound level which, in a stated period of time, would contain the same acoustical energy as the time-varying sound during the same period.

 $L_{eq}(h)$

The L_{eq} for one hour.

 L_x

Time-varying noise level which will be exceeded xx percent of the time.

 L_{dn}

Day-Night Average Sound Level.

 L_{eq}

Equivalent Sound Level.

 L_{max}

Maximum Sound Level.

Lead Agency

The public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. The lead agency is responsible for determining whether an environmental impact report, a negative declaration, or a mitigated negative declaration shall be required for a project which is subject to CEQA.

Lead Department

The Lead Department is the department responsible for carrying out environmental review for the lead agency.

Level of Service (LOS)

A scale that measures the amount of traffic a roadway may be capable of handling on a roadway segment or at an intersection of roadways; typically measured by a ratio of traffic volume to roadway capacity (V/C), as follows:

Level of Service A - indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed; the V/C is 0.60 or less.

Level of Service B - describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All ques clear in a single signal cycle; the V/C is 0.61 to 0.70.

Level of Service C - denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches; V/C is 0.71 to 0.80.

Level of Service D - denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks; V/C is 0.81 to 0.90.

Level of Service E - describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections; V/C is 0.91 to 1.00.

Level of Service F - describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long durations. Vehicles at signalized intersections usually have to wait through one of more signal changes, and "upstream" intersections may be blocked by the long queues; V/C is greater than 1.00.

Some communities in California are developing standards for levels of services relating to municipal functions, such as police, fire, and library service. These standards are incorporated in the general plan or in separate "Level of Service Plans."

Local Agency

Any public agency other than a state agency, board, or commission. For the purpose of these guidelines, a redevelopment agency and a local agency formation are local agencies, and neither is a state agency, board, or commission.

Master EIR

May be used as an alternative to preparing a project, staged or program EIR on a general plan element, general plan amendment, specific plan or a large complex project being

implemented in phases as a series of smaller projects. A Master EIR will streamline the environmental review of later projects which were previously analyzed in this EIR.

Master Environmental Assessment

The method of organizing environmental information and includes an inventory of the physical and biological characteristics of an area, which may be used to provide reformation for EIRs and Negative Declarations. It may include identification of existing levels of quality and supply of air and water, capacities and levels of use of existing services and facilities, and generalized incremental effects of different categories of development by type, scale, and location. A Master Environmental Assessment may be used as the basis of a Master EIR.

Ministerial Action

Those activities or permits over which the City has no discretion to condition, approve or disapprove.

Mitigate

Action will be taken to ameliorate, alleviate, or avoid to the extent feasible, an undesirable situation or consequence of action. The expectation is that negative consequences will be reduced to a level of insignificance.

Mitigated Negative Declaration

A negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment. and: 1) revisions to the project plans of proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects to a point where clearly no significant effect of the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Mitigation Measures

Changes or actions in projects or plans which would avoid, minimize, or rehabilitate environmental damage or impact. Mitigation can occur as a single action or as ongoing operations.

Mixed-Use Development

The development of a tract of land, parcel or building with two or more different uses. Mixed-use zoning permits a combination of usually separate uses within a single development or building.

National Environmental Policy Act (NEPA)

The federal law requiring an environmental assessment for federal actions that involve impacts on the environment. The National Environmental Policy Act is set forth in 42 USCA 4321 et seq.

Negative Declaration

A written statement briefly describing the reasons why a proposed project will not have a significant effect on the environment and why it does not require the preparation of an EIR

Neighborhood

A area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.

Noise Contour

An imaginary line shown on a plane along which sound levels of a designated value are all equal.

Noise Element

One of the seven state-mandated elements of a local general plan, it assesses noise levels of highways and freeways, local arterials, railroads, airports, local industrial plants, and other ground stationary sources, and adopts goals, policies, and implementation programs to reduce the community's exposure to noise.

Noise Level Reduction

Change in noise level measured at an observer location due to the presence of a shielding element between the roadway and the observer.

Notice of Completion (NOC)

A notice filed with the Office of Planning and Research by the Lead Agency as soon as it has completed a draft EIR and is prepared to send out copies for public review.

Notice of Determination (NOD)

A notice filed by the Lead Agency. with the County Clerk after a project subject to CEQA and involving a Negative Declaration or an EIR has been approved.

Notice of Exemption

A notice which may be filed by a Lead City Agency after the Decision-Making Body has approved a project and has determined that it is a ministerial, categorically exempt, or emergency project, or is otherwise exempted pursuant to the provisions of Section 21080 (b) of the California Public Resources Code.

Notice of Preparation (NOP)

A brief notice sent by certified mail to notify responsible agencies, trustee agencies, involved federal agencies, and other persons, organizations and entities, that an EIR will be prepared. The purpose of the Notice is to solicit guidance as to the scope and content of the environmental information to be included in the EIR. The NOP process, required by the California Environmental Quality Act (CEQA), requires the "lead agency" (that is, the agency responsible for approving a project subject to CEQA) to notify responsible agencies, other local agencies and the public about the pending preparation of an EIR. The purpose of the NOP is to solicit comments from responsible agencies, local agencies and the public regarding issues to be evaluated in the EIR. Responsible agencies are to comment on issues that are germane to that agency's responsibilities.

NO and NO₂ (Oxides of Nitrogen)

A collective term for compounds containing nitrogen and oxygen. The two most common oxides of nitrogen found in the atmosphere are nitric oxide (NO) and nitrogen dioxide (NO₂).

O₃

Ozone.

Ordinance

A law, or regulation, set forth and adopted by a governmental authority, usually a city or a county.

Overlay Zone

A specifically defined area wherein a set of zoning requirements in addition to those of the underlying district apply. Developments within an overlay zone must conform to the requirements of both zones or the more restrictive of the two. It usually is employed to deal with special physical characteristics such as flood plains or historical areas.

Oxides of Sulfur (SO_x and SO₂)

A collective term for chemical compounds containing sulfur and oxygen. The most common oxides of sulfur found in the atmosphere is sulfur dioxide.

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration.

PM10

Particulate matter under 10 microns in diameter. Refers to the portion of total suspended particulates that can be inhaled and is, therefore, a health risk, both by itself and in conjunction with other airborne emissions. The US EPA is currently considering adopting a PM2.5 standard which would apply only to particulates less than 2.5 microns in diameter. These very fine particles are considered the most significant health risk.

Pollution, Non-point source

Sources for pollution which are less definable and usually cover broad areas of land, such as agricultural land with fertilizers which are carried from the land by runoff, or automobiles.

Pollution, Point source

In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

ppm

Parts per million.

Private Project

A project which will be carried out by a person other than a governmental agency, but which will need a discretionary approval from one or more governmental agencies for: 1) a contract or financial assistance; or 2) a lease, permit, license, certificate, or other entitlement for use.

Program EIR

An EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) In connection with issuances of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory and/or regulatory authority and having generally similar environmental effects which can be mitigated in similar

ways.

Project

"Project" means an activity which may cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment, and which is any of the following: (a) activities directly undertaken by any public agency; (b) activities undertaken by a person which are- is supported in whole or part through contracts, grants, subsidies, loans, or other forms of assistance, certificate, or other entitlement for use by one or more public agencies; or (c) an activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Public Agency

Any state agency, board, or commission, any county, city and county, city, regional agency, public district, redevelopment agency, or other political subdivisions. It does not include the courts of the State nor does it include agencies of the Federal government.

Reactive Organic Compounds (ROC)

A species of organic compounds that undergo photochemical reactions in the atmosphere. These compounds are variously referred to as volatile organic compounds (VOC) and reactive hydrocarbons. (RHC). ROC and NO_x are the primary precursors to ozone.

Receivers

The location at which noise levels are computed and analyzed. Also referred to as the observer and/or receptor.

Recreation, Passive

Type of recreation or activity which not require the use of organized play areas.

Recreation, Active

A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts, and various forms of children's play equipment.

Responsible Agency

A public agency, other than the lead agency which has responsibility for carrying out or approving a project.

Setback

The required distance, usually measured in feet, from a property line to a point on a lot where a building or other structure can be located. Setback requirements are typically specified in a zoning ordinance or, if applicable, in a Specific Plan for a particular area.

Sound Level (Noise Level)

Weighted sound level measured with a sound-level meter having metering characteristics and a frequency weighing network (A, B, or C) as specified in the sound-level meter standard.

South Coast Air Basin (SCAB)

A geographic area defined by the San Jacinto Mountains to the east, the San Gabriel and San Bernardino Mountains to the north, and the Pacific Ocean to the west and south. The entire SCAB is under the jurisdiction of the South Coast Air Quality

Management District (SCAQMD).

South Coast Air Quality Management District (SCAQMD)

The agency responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB) and certain areas of the Southeast Desert Air Basin (SEDAB), as defined in Section 40400 et seq of the California Health and Safety Code. In addition to developing rules and regulations for reducing emissions from stationary sources, the District also has limited authority to regulate mobile and indirect sources.

SO₂

Sulfur dioxide; see oxides of sulfur.

Specific Plan

A plan adopted by a city or county to implement their adopted general plan for a specifically designated area. It contains the locations and standards for land use densities, streets, and other public facilities in greater detail than the general plan map and text.

State Implementation Plan (SIP)

A plan to attain the national ambient air quality standards for all non-attainment areas within the state. The local air quality management plan is integrated into the SIP once it is approved by the California Air Resources Board and the US EPA.

Significant Effect

A substantial, or potentially substantial adverse change in the environment.

Subsequent EIR

The preparation and adoption of an additional EIR because of substantial changes proposed to be made in a plan implementation of a plan, substantial changes in circumstances, or availability of new information of substantial importance which involve the same environmental issues assessed in the previous EIR.

Sulfates (SO₄)

The chemical designation for compounds containing sulfur and oxygen found in the atmosphere in the form of particulate matter. There is California State Air Quality Standard (CSAQS) for sulfates, which are formed mainly by the oxidation of sulfur dioxide in the atmosphere.

Sulfur Dioxide (SO₂)

A colorless, extremely irritating gas or liquid. Its chemical formula is SO₂. Sulfur dioxide enters the atmosphere as a pollutant mainly as a result of burning high sulfur content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. There are both National Air Quality Standards (NAQS) and California State Air Quality Standards (CSAQS) for sulfur dioxide.

Supplement to an EIR

The preparation and adoption of additional parts to an EIR where, in implementing a plan, additional information or data not considered in the original EIR become available regarding impacts, mitigation measures or reasonable alternatives which requires supplementation to the EIR.

Threatened or Endangered Species

As used in CEQA means a species or subspecies of animal or plant or a variety of plant

that is listed as threatened or endangered in: 1) Sections 670.2 or 670.5, Title 14 (California Code of Regulations; or 2) Title 50, Code of Federal Regulations Sections 17.11 or 17.12 pursuant to the Federal Endangered Species Act. This definition does not include all species of Class Insects which is a pest whose protection under the provisions of CEQA would present an overwhelming and overriding risk to man as determined by: 1) the Director of Food and Agriculture with regard to economic pests; or 2) the Director of Health Services with regard to health risks.

Tiering or Tier EIR

The coverage of general matters and environmental effects in an EIR prepared for a policy, plan or ordinance followed by narrower or site-specific EIRs which incorporate by reference the discussion in any prior EIR and which concentrate on the environmental effects which: 1) are capable of being mitigated; or 2) were not analyzed as significant effects on the environment in the prior EIR.

Traffic Noise Impacts

Impacts occur when predicted traffic noise levels approach or exceed the noise abatement criteria levels, or when the predicted levels exceed the existing levels by at least 12 dBA and are at least 65 dBA.

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive along on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking and biking. TDM can be an element of TSM (see below).

Transportation Management System (TSM)

A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. TSM focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low costs and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract members for specific purposes.

Trustee Agency

A state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. Trustee Agencies include: 1) the California Department of Fish and Game with regard to the fish and wildlife of the State, to designated rare or endangered native plants and to game refuges, ecological reserves, and other areas administered by the department; 2) the State Lands Commission with regard to state owned "sovereign" land such as the beds of navigable waters and state school lands; 3) The State Department of Parks and Recreation with regard to units of State Park System; and 4) the University of California with regard to sites within the Natural Land and Water Reserves System.

Vehicle Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end" (or origin, usually from home but not always) and one "attraction end" (or destination).

VOCs

Volatile organic compounds; see reactive organic compounds.

Volume-to-Capacity Ratio (V/C)

A measure of the operation capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "V/C." At V/C ratio 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

Zoning

A measure enacted by a city or county to divide a community into districts or zones within which permitted special uses are established, as well as regulations governing lot size, building bulk, placement and other development standards. Requirements vary from district to district, but they must be uniform within districts. The zoning ordinance consists of two parts: the text and the map. Zoning is a program to implement policies of the general plan.

Zoning Map

Government Code Section 65851 permits a legislative body to divide a county, a city or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map, or maps, called the "Zoning Map."

**Appendix C:
Comments on the
Recirculated Final MEIR
and Response to Comments**

General Plan Update
Final Master EIR

City of Lakewood

COMMENTS ON THE RECIRCULATED FINAL MASTER EIR AND RESPONSE TO COMMENTS

The Final Master EIR, certified by the City of Lakewood City Council in November, 1996, was recirculated by the City and the Lakewood Redevelopment Agency for 45 days (April 9 through May 24, 1999). The recirculation of the Final Master EIR was to provide responsible agencies and the public the opportunity to comment on the adequacy of the Master EIR for use by the Lakewood Redevelopment Agency for future environmental assessments and documentation for projects that would implement the General Plan that are within the boundaries of the Agency's redevelopment projects. There were no changes to the text of the Final Master EIR certified by the City in November, 1996 included in the recirculated Master EIR because the potential actions of the Redevelopment Agency are consistent with the build-out assumptions used by the City to assess the impacts of the General Plan.

As noted in the current CEQA Guidelines (Section 15088.5(f)(2)), the lead agency (in this case the City of Lakewood and the Lakewood Redevelopment Agency) need only respond to comments received during the recirculation period that relate to portions of the earlier EIR that were revised and recirculated; in this case, , however, there are no changes in the text of the previous certified Final Master EIR and, therefore, consistent with Section 15088, no response to comments is necessary. However, the City and Agency are providing response to comments in order to ensure a complete understanding of the proposed use of the Final Master EIR for the assessment of future projects in the City of Lakewood.

The Master EIR was circulated for public review for 45 days to the following public agencies:

California Office of Planning and Research (State Clearinghouse)
Southern California Association of Governments (SCAG)
L.A. County Metropolitan Transportation Authority (MTA)
Long Beach Transit
Department of Planning and Building - City of Long Beach
Department of Regional Planning - County of Los Angeles
County of Los Angeles Mosquito Abatement District
Agricultural Commissioner - County of Los Angeles (Weed Abatement District)
County of Los Angeles - Department of Public Works
County of Los Angeles Sanitation Districts
Los Angeles County Local Agency Formation Commission
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State of California Forestry Division
Office of the City Manager - City of Long Beach
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Long Beach Unified School District - Facilities Director
Bellflower Unified School District
Southern California Water Company
Metropolitan Water District of Southern California (MWD)
South Coast Air Quality Management District (SCAQMD)
Pacific Coast Campus - Long Beach Community College District
Cerritos Community College District
Compton Community College District

Comments on Recirculated Final Master EIR and Response to Comments

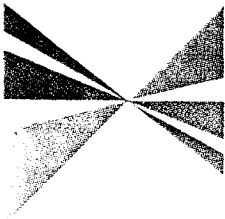
Office of the City Manager - City of Artesia
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City of Los Angeles Dept. of Water and Power
Southern California Edison
Southern California Gas Company

Comments on the recirculated Final Master EIR were received by the City of Lakewood/Lakewood Redevelopment Agency from the following:

Southern California Association of Governments (SCAG)

Copies of the letter(s) received by the City/Agency are provided on the following pages. Responses to comments to each letter are provided immediately following the letter

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Ventura County: Judy Mikels, Ventura County • Donna De Paola, San Buenaventura • Andrew Fox, Thousand Oaks • Tom Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

May 4, 1999

Mr. Charles K. Ebner, AICP
Director of Community Development
City of Lakewood Redevelopment Agency
5050 Clark Avenue
Lakewood, CA 90712

RE: Comments on the Recirculated Master Environmental Impact Report for the General Plan update for the City of Lakewood, to be used for all future redevelopment area projects - SCAG No. I 9900150

Dear Mr. Ebner:

Thank you for submitting the above referenced Project to SCAG for review and comment. As area wide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. If you have any questions regarding the attached comments, please contact me at (213) 236-1917.

Sincerely,

J. DAVID STEIN

Manager, Performance Assessment and Implementation

**COMMENTS ON THE RECIRCULATED MASTER ENVIRONMENTAL IMPACT
REPORT FOR THE GENERAL PLAN UPDATE FOR THE CITY OF LAKEWOOD, TO
BE USED FOR ALL FUTURE REDEVELOPMENT AREA PROJECTS - SCAG No. I
9900150**

PROJECT DESCRIPTION

The project description in the Recirculated Master EIR (certified 1996) includes the general location of the City of Lakewood and a background report on the need to update the General Plan. There is no description of the number or location of Redevelopment Project Areas. There is no map to reference.

Comment 1

INTRODUCTION TO SCAG REVIEW PROCESS

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Element (RTE) constitutes the region's Transportation Plan (also referred to as Community Link 21). The RTE policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region.

Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG.

Each of the applicable policies related to the proposed project is identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies. Additional policies were identified in the Notice of Preparation for

the Draft EIR for the General Plan update, and are included in this comment letter by reference.

General SCAG Staff Comments

In terms of CEQA:

1. Guidelines Section 15125, Environmental Setting, Subsection [c] requires discussion of the regional setting. Further, commentary included in the **Discussion** following the cited Section states:..."*A number of agencies have been required to spend large amounts of public funds to develop regional plans as a way of dealing with large-scale environmental problems involving air and water pollution, solid waste and transportation. Where individual projects would run counter to the efforts identified as desirable or approved by agencies in the regional plans, the Lead Agency should address the inconsistency between the project plans and the regional plans.*"...
2. In addition, Section 15125 [d] states that: "*The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Such regional plans include, but are not limited to, the applicable air quality attainment or maintenance plan or State Implementation Plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, habitat conservation plans, natural community conservation plans and regional land use plans for the protection of the Coastal Zone, Lake Tahoe Basin, San Francisco Bay, and Santa Monica Mountains*". Discussions in the EIR are lacking on the consistency of the project with applicable regional plans, specifically the *Regional Transportation Plan and the Regional Comprehensive Plan and Guide* (which incorporates references to policies in the other regional plans). We are particularly concerned that there is reference to specific SCAG policies (page III-10 through III-14), however, **there is no analysis offered regarding consistency of the General Plan update with core policies, or support of ancillary policies.** The Recirculated Master EIR should address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan.

Given the vague and general nature of EIRs for General Plan updates, a section in the Recirculated Master EIR should be included regarding the regional setting, and how future development/redevelopment projects resulting from implementation of the project will be consistent with the regional plans mentioned in the **INTRODUCTION TO SCAG REVIEW PROCESS** section of this letter. The list of SCAG policies provided in response to the NOP for the General Plan Update and included on the pages referenced

Comment 2

Comment 3

above, should provide guidance for your discussion in an update to the Recirculated Master EIR.

Consistency With Regional Comprehensive Plan and Guide Policies

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Project.

a. Core Growth Management Policies

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.

SCAG staff comments. As SCAG has designated subregions, the project is situated in the Gateway Cities subregion. The Recirculated Master EIR includes a specific discussion of the relationship of the population, housing and employment anticipated to result from the proposed General Plan update to SCAG's adopted population, housing and jobs forecasts. However, those forecasts have been revised. SCAG's most recently adopted growth forecasts for the project area are reflected in the RTP97 Final Baseline (April 1998). SCAG Population, Household and Employment forecasts for the Gateway Cities Subregion and the disaggregation to City of Lakewood follow:

Gateway Cities Subregion Forecasts	2000	2005	2010	2015	2020
Population	2,086,500	2,149,700	2,196,900	2,275,500	2,368,600
Households	597,400	606,600	620,100	636,600	669,800
Employment	879,300	938,900	1,017,700	1,063,900	1,110,400
City of Lakewood Forecasts	2000	2005	2010	2015	2020
Population	78,300	80,100	81,400	83,600	86,300
Households	26,700	27,000	27,500	28,100	29,300
Employment	17,800	19,100	20,800	21,800	22,800

Comment 4

2. **The 1998 Regional Transportation Plan (RTP)** also has policies, all of which are core, that pertain to the Project. The RTP links the RCPG goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies in the RTP are the following:

4.01 Transportation investments shall mitigate environmental impacts to an acceptable level.

SCAG staff comments. The Draft EIR makes no reference to support of SCAG's Regional Performance Indicators and associated objectives pertaining to:

Mobility - Transportation Systems should meet the public need for improved access, and for safe, comfortable, convenient and economical movements of people and goods.

- _ Average Work Trip Travel Time in Minutes – 22 minutes
- _ PM Peak Highway Speed – 33 mph
- _ Percent of PM Peak Travel in Delay (All Trips) – 33%

Accessibility - Transportation Systems should ensure the ease with which opportunities are reached. Transportation and land use measures should be employed to ensure minimal time and cost.

- _ Work Opportunities within 25 Minutes – 88%

Environment - Transportation Systems should sustain development and preservation of the existing system and the environment. (All Trips)

- _ Meeting Federal and State Standards – Meet Air Plan Emission Budgets

Reliability - Reasonable and dependable levels of service by mode. (All Trips)

- _ Transit – 63%
- _ Highway – 76%

Safety - Transportation Systems should provide minimal, risk, accident, death and injury. (All Trips)

- _ Fatalities Per Million Passenger Miles – 0.008
- _ Injury Accidents – 0.929

Livable Communities - Transportation Systems should facilitate Livable Communities in which all residents have access to all opportunities with minimal travel time. (All Trips)

- _ Vehicle Trip Reduction – 1.5%
- _ Vehicle Miles Traveled Reduction – 10.0%

Equity - The benefits of transportation investments should be equitably distributed among all ethnic, age and income groups. (All trips)

- Low-Income (Household Income \$12,000)) Share of Net Benefits - Equitable Distribution of Benefits

Cost-Effectiveness - Maximize return on transportation investment. (All Trips)

- Net Present Value - Maximum Return on Transportation Investment
- Value of a Dollar Invested -- Maximum Return on Transportation Investment

The EIR should address the manner in which the Project is supportive of or detracts from the achievement of the aforementioned 8 general objectives. Based on the information provided, we are unable to determine whether the Project is consistent with this core RCPG policy.

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments. The Recirculated Master EIR Section IV.B, (Transportation and Circulation), page IV-39, states that turning movement counts were performed in 1992, updating a 1989 study. Page IV-62 states that impacts cannot be fully mitigated, and that the General Plan update would result in "substantial impact" on the existing transportation system. More recent information in the form of an updated study should be conducted to provide better information. It appears that the project is inconsistent with this core policy.

Comment 6

4.04 *Transportation Control Measures shall be a priority.*

SCAG staff comments. The Recirculated Master EIR does not address the extent to which the Project considers the implementation of Transportation Control Measures consistent with the South Coast Air Quality Management District AQMP as set forth in the subsequent two year segment of the Regional Transportation Improvement Program, including:

Comment 7

- High Occupancy Vehicle projects and pricing alternatives, park and ride lots and intermodal facilities.
- Transit improvements, urban freeway system management improvements, smart corridors TSM programs, railroad consolidation programs, CMP-based demand management strategies, vanpool programs, telecommunication facilities, demonstration programs, and bicycle and pedestrian facilities.
- Marketing information services for employers and activity centers to encourage shared rides and transit use, and transit pass centers.

SCAG staff comments. No information is provided, we are unable to determine whether the Project is consistent with this core RCPG policy.

- 4.07 *Projects proposed for the Regional Transportation Improvement Program (RTIP) that do not indicate a reasonable phasing of construction between segments will not be approved.*

SCAG staff comments. The Recirculated Master EIR fails to address the phasing of development and transportation improvements which may be proposed for inclusion in the RTIP. Based on the information provided, we are unable to determine whether the Project is consistent with this core RCPG policy.

3. The Air Quality Chapter (AQC) core actions that are generally applicable to the Project are as follows:

- 5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The Recirculated Master EIR does not address the matter of regional transportation and air quality modeling consistency in Section IV.C (Air Quality). There is discussion of the use of TDMs. The Project is partially consistent with this core RCPG policy.

4. The Water Quality Chapter (WQC) core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters. The core recommendations and policy options that are particularly applicable to Project include the following:

- 11.02 *Encourage "watershed management" programs and strategies, recognizing the primary role of local government in such efforts.*

SCAG staff comments. The Recirculated Master EIR on page IV-141 adequately addresses the subject of water. The Recirculated Master EIR references "watershed management" strategies. No mitigation measures that have been incorporated in the Project. The Project is consistent with this core RCPG policy.

- 11.05 *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region.*

Comment 8

Comment 9

Comment 10

Comment 11

SCAG staff comments. No biological/conservation information is provided, and we are unable to determine whether the Project is consistent with this core RCPG policy.

- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

SCAG staff comments. The Draft EIR does not address the use or potential use of reclaimed water, especially for any park, golf course or trail facilities. Based on the information provided, we are unable to determine whether the Project is consistent with this core RCPG policy.

Conclusions and Recommendations:

- 1 As noted in the staff comments, the proposed Project is consistent with or supports some of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan. Based on the information in the Draft Environmental Impact Report, we are unable to determine whether the Project is consistent with core policies 4.01, 4.04, 4.07, and 11.07 the Project is not consistent with core policy 3.01, or 4.02. Furthermore the Project is partially consistent with core policy 5.11.
- (2) It is recommended that the Recirculated Master EIR be updated with a supplemental EIR to accomplish the following: reflect changed population, housing, and employment forecasts; to evaluate consistency with the recently adopted Regional Transportation Plan; to address Transportation Control Measures, consistent with the South Coast Air Quality Management District AQMP as set forth in the subsequent two year segment of the Regional Transportation Improvement Program; to provide a detailed project description and map of the redevelopment areas; and to include new comments and responses to comments.
- (3) As noted in the General Staff Comments, the EIR should address the relationships of the various Redevelopment Plans (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, and discuss any inconsistencies between the proposed redevelopment projects plans and applicable regional plans. Previously noted SCAG policies were identified in response to the NOP for the General Plan update, and should be responded to in the EIR. Particular attention should be paid to the RPT including the use of TCMs. Air Quality discussion should include an evaluation of options which will result in reduced VMT.
- (4) During October of 1998, The Governor's Office of Planning and Research enacted numerous changes to the CEQA Guidelines, including the development of a new checklist, the

Comment 12

Comment 13

Comment 14

Comment 15

Comment 16

Mr. Charles K. Ebner
May 4, 1999
Page 9

new Appendix G. and deletion of the former Appendix G, Thresholds of Significance.

- (5) All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements.

Comment 17

ENDNOTE
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, the Association is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). Among its other mandated roles and responsibilities, the Association is:

- Designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.
- Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.
- Responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. §7506.
- Responsible, pursuant to California Government Code Section 65089.2, for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.
- The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.
- The authorized *Area wide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)
- Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).
- Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.

Response to Comments from the Southern California Association of Governments (SCAG)

Response to Comment 1 (Project Description): The proposed project is the certification by the Lakewood Redevelopment Agency of the Final Master EIR prepared by/for the City of Lakewood for the update of the City's General Plan. As required by state law, the Agency's redevelopment plans are consistent with the City's adopted General Plan and associated zoning ordinance. There are no development proposals envisioned by the Redevelopment Agency that are inconsistent with the General Plan (including, specifically, the Land Use Element); the potential development of additional retail area throughout the City is less than the development envisioned in the adopted General Plan (Land Use Element). The Final Master EIR evaluated a level of future development of the regional mall that is considerably greater than the existing development. Therefore, the Final Master EIR evaluated a substantially worst case scenario. There is no change necessary to the text of the previously certified Final Master EIR since the analysis provided in that Final Master EIR assessed a level of development greater than what exists at this time. As noted in the current CEQA Guidelines (Section 15088.5(f)(2)), the lead agency (in this case the City of Lakewood and the Lakewood Redevelopment Agency) need only respond to comments received during the recirculation period that relate to portions of the earlier EIR that were revised and recirculated; in this case, however, there are no changes in the text of the previous certified Final EIR and, therefore, consistent with Section 15088, no response to comments is necessary. However, the City and Agency are providing this response and the following additional response to comments in order to ensure a complete understanding of the proposed use of the Final Master EIR for the assessment of future projects in the City of Lakewood. There is no proposed change to the boundaries/locations of the redevelopment project areas; nonetheless, following this response to comments is a map of the number and location of the project areas in the City of Lakewood.

Response to Comment 2 (Regional Setting): As noted in the response to comment 1 (above), the City's adopted General Plan is consistent with the adopted regional policies expressed by SCAG in this comment. The certification of the Final Master EIR prepared for the update of the City's General Plan by the Lakewood Redevelopment Agency would ensure that the Agency is using the same environmental data base as the City (including using the same criteria of significance to assess potential impacts and to employ the same mitigation measures, as necessary, to reduce, avoid or eliminate project-related impacts). The recertification of the Final Master EIR will not effect the physical environment more than previously assessed in the Master EIR for the General Plan. The development proposed in the General Plan is based on adopted regional policies and as previously noted in SCAG's response to the Draft Master EIR, is consistent with appropriate regional policies.

Response to Comment 3: The City's adopted General Plan (including the Land Use Element) is based on growth forecasts prepared by/for SCAG; the City does not take exception to these regional growth projections nor associated regional policies and plans. The Final Master EIR does include discussion noting this consistency. Recertification of the Master EIR does not change the fact that the City's General Plan is consistent with adopted regional plans. The following table provides a summary of the population projections contained in the City's adopted General Plan (and evaluated in the certified Final Master EIR) and the current projections cited by SCAG in their comment on the recirculated Master EIR. As noted in the following table, the City's population projection

(based on the potential build-out of the City consistent with the Land Use Element of the General Plan) varies by 0.5% for the year 2010 and by 0.4% for the year 2020, differences that “de minimus.”

	Year		
	1994	2010	2020
City of Lakewood’s Population Projection (per Land Use Element and as evaluated in the certified Final Master EIR)	75,124	80,970	85,955
SCAG’s 1996 Population Projection (evaluated in Master EIR)	75,285	81,140	86,137
SCAG’s Current Population Projection (1998 forecast)	(not available)	81,400	86,300
Variance (the difference between SCAG and City of Lakewood projections)	161	430	345

Response to Comment 4: The Land Use Element of the City’s General Plan identifies a build-out capacity that is consistent with the forecasts provided by SCAG in this comment (as, also, illustrated in the preceding table provided in response to comment 3 from SCAG); there is no inconsistency between the City’s General Plan policies and SCAG’s regional growth management policies. The City’s adopted population projections and associated policies are, therefore, reflected in the plans of the Lakewood Redevelopment Agency whose plans are, as required by state law, consistent with the City’s land use plans.

Response to Comment 5: The regional policies expressed in this comment are reflected in the policies in the City’s adopted Circulation Element of the General Plan. The Lakewood Redevelopment Agency is able to fund, through its development programs, circulation system improvements that are consistent with the Circulation Element and, therefore, implement at a local-level these regional policies. Specifically, the eight general objectives cited by SCAG are reflected in the City’s Circulation Element’s policies 1.4 , 3.2, 6.1 and 6.3, as well as implementation programs 1 and 7.

Response to Comment 6: Traffic impact studies may be prepared by, or for, the Lakewood Redevelopment Agency to assess the potential effects of specific development proposals to identify how potential impacts can be mitigated to levels similar to or better than existing conditions. The implementation of improvements to attain these eight objectives is in large part dependent on the increased revenue the Lakewood Redevelopment Agency will receive from additional development in the project areas. Activities by the Agency will provide a means to mitigate (that is, implement programs and improvements) impacts and, in so doing, will achieve these eight objectives.

Response to Comment 7: As described in the City’s adopted Circulation Element, the City is committed to implementing feasible traffic control measures, including measures consistent with those identified by the SCAQMD’s Air Quality Management Plan; see policies 1.4, 2.1, 3.2, 3.3, 3.4, 3.5, 4.1, 4.2, 4.3, 6.1, 6.2 and 6.3 of the Circulation Element regarding increased use of public transit and other programs to reduce vehicle-trips ends.

Response to Comment 8: Mitigation measures to reduce, eliminate avoid or minimize project-related impacts will be required of all projects at the time of their development; this will be assured by the City's mitigation monitoring process. Mitigation measures identified on a project-by-project basis will be implemented as a condition of project development. Further, there are no projects proposed in the City that are part of the RTIP.

Response to Comment 9: The City's General Plan build-out is consistent with regional growth projections and policies, reflecting the City's consideration of regional plans to improve the region's transportation system and air quality conditions. Among the means that the City use to ensure compliance with regional plans is requiring TDMs, as appropriate and feasible, for future projects in the City.

Response to Comment 10: No response to comment necessary.

Response to Comment 11: The Environmental Checklist/Initial Study prepared by the City for scoping the issues to be addressed in the Master EIR included an assessment of the biological resources in the City. Contrary to the comment, information provided in the Checklist/Initial Study are provided in the Master EIR's technical appendices and are, therefore, included in the Master EIR. As the City has been urbanized for more than 50 years, the natural resources in the City are very limited and, as identified in the Checklist, will not be further impacted by build-out of the General Plan.

Response to Comment 12: As noted in response to comment 11 (above), the environmental checklist/Initial Study prepared by the City for scoping the issues to be addressed in the Master EIR included an assessment of the water resources and the potential for water reclamation. Contrary to the comment, information provided in the Checklist/Initial Study are provided in the Master EIR's technical appendices and are, therefore, included in the Master EIR. The City's adopted General Plan has several policies to encourage the use of reclaimed water for park, golf course and other similar public facilities.

Response to Comment 13: See previous responses to comments 1, 2 and 3.

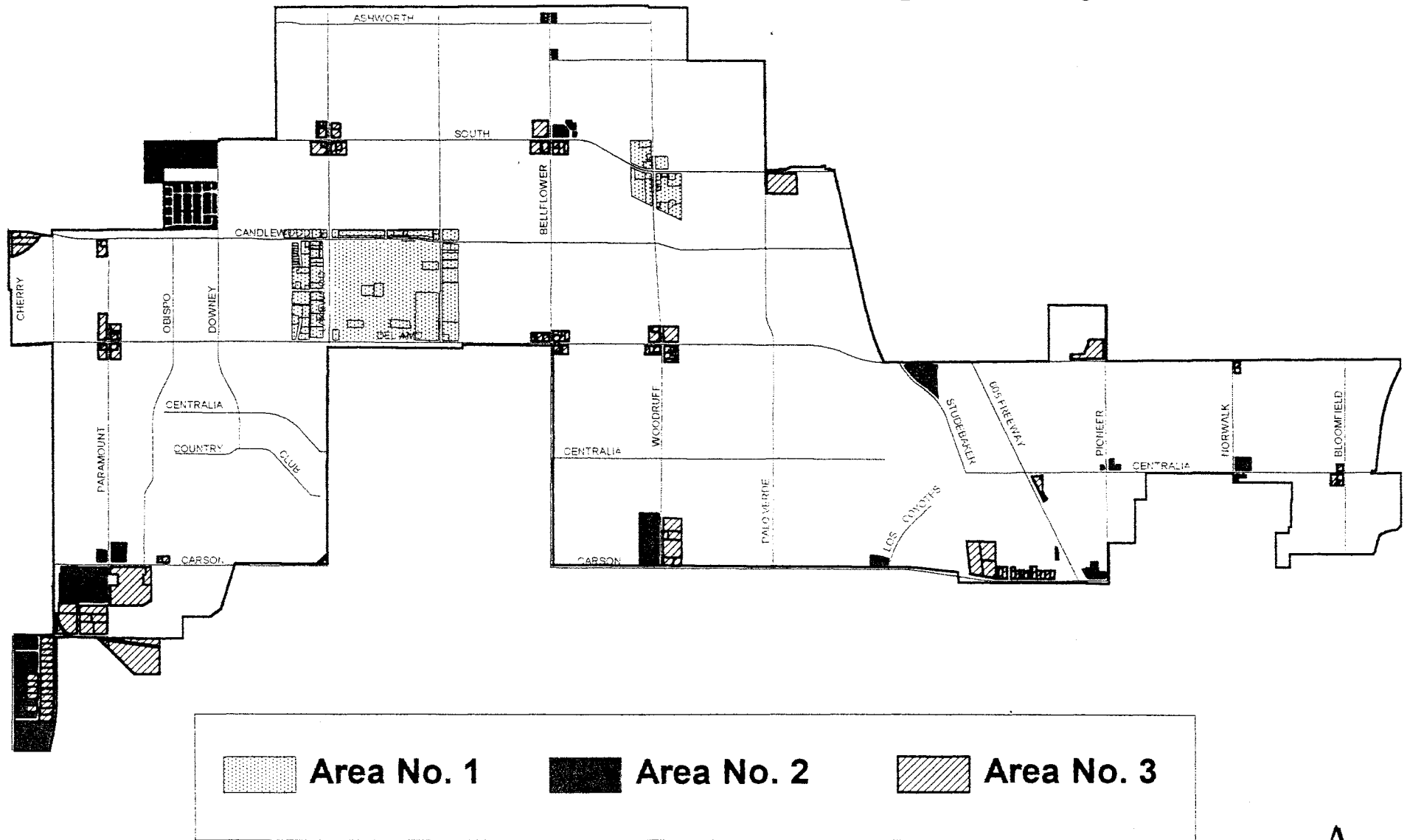
Response to Comment 14: Retail development in the redevelopment project areas cannot exceed the build-out anticipated in the General Plan and, therefore, is less than the development scenario assessed in the Master EIR. As noted in response to comment 4, the development projected in the General Plan's Land Use Element remains consistent with the regional growth projections and policies. Finally, these comments and responses, as well as any other comments received by the Lakewood Redevelopment Agency, will be incorporated into the record provided to the Agency for their consideration prior to recertification of the Final Master EIR for use by the Agency. Therefore, there is no need to prepare a Supplemental EIR.

Response to Comment 15: See previous responses to comments 5 to 12; no additional response necessary.

Response to Comment 16: The recently published CEQA Guidelines does contain a new recommended format for the environmental checklist. As noted in the introduction in the CEQA Guidelines to the suggested format for the Checklist, the state notes that "lead

CITY OF LAKEWOOD

Redevelopment Project Areas



1 0 1 Miles



**HARLAND BARTHOLOMEW &
ASSOCIATES, INC.**

A Unit of Parsons Infrastructure & Technology Group, Inc.

100 West Walnut Street
Pasadena, California 91124