

DRAFT

Initial Study and Mitigated Negative Declaration

**Lakewood Civic Center Corner Lot Development
Project**

Lakewood, California

Lead Agency:



City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712

Prepared By:



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

111 Academy Way, Suite 210
Irvine, CA 92617

January 2026

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: City of Lakewood

Project Proponent: City of Lakewood

Project Location: Project Address: 4900 Clark Avenue, Lakewood, CA 90712

The Lakewood Civic Center Corner Lot Development Project (Project) Site is located on the northeast corner of the intersection of Del Amo Boulevard and Clark Avenue in the City of Lakewood. It is bound by a parking lot and the Angelo M. Iacoboni Library to the north, Civic Center Way to the east, Del Amo Boulevard to the south, and Clark Avenue to the west.

Project Description: The Project consists of developing an approximately 4.3-acre civic plaza and park with a passive playground, stage/performance area, landscaping, and a parking lot. The Project will include public restrooms, a storage facility, and trash enclosure. The Project is expected to host community gatherings and events, farmers markets, and other special venue events and similar uses.

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: Pre-Construction Nesting Bird Survey. If ground disturbing Project activities, tree trimming, or tree removal are scheduled to occur during the nesting bird season (February 1–August 31), a qualified biologist shall conduct a pre-construction nesting bird survey to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than 3 working days prior to initial ground disturbance. The nesting bird survey shall include the Project Site and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly due to construction activity, noise, or vibrations. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

Cultural Resources

CUL-1: Contractor Awareness Training Program. The lead agency shall ensure that a Contractor Awareness Training Program is delivered to train equipment operators about cultural

resources. The program shall be designed to inform construction personnel about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the lead agency of any occurrences; Project-specific requirements and mitigation measures; and enforcement of penalties and repercussions for non-compliance with the program.

The training shall be prepared by a qualified professional archaeologist and may be provided either through a brochure, video, or in-person tailgate meeting, as determined appropriate by the archaeologist. The training shall be provided to all construction supervisors, forepersons, and operators of ground-disturbing equipment. All personnel shall be required to sign a training roster. The construction manager is responsible for ensuring that all required personnel receive the training. The Construction Manager shall provide a copy of the signed training roster to the lead agency as proof of compliance.

CUL-2: Unanticipated Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under the California Environmental Quality Act (CEQA), as defined by CEQA or a historic property under Section 106 National Historic Preservation Act, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find represents a Native American or potentially Native American resource that does not include human remains, then he or she shall further notify the appropriate tribe. The agencies shall consult with the tribes on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Preservation in place is the preferred treatment, if feasible. Work may not

resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.

- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The archaeologist shall notify the Los Angeles County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California Public Resources Code (PRC), and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinterment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during construction, all work must halt within a 100-foot radius of the discovery and a qualified paleontologist will be retained to evaluate the find. The paleontologist shall notify the lead agency if the find is significant. The paleontologist shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the find (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

Transportation

TRANS-1: Special Event Traffic Management Plan. The City of Lakewood shall prepare and implement a Traffic Management Plan (TMP) for special events, which will identify the primary routes of travel to ensure efficient vehicle traffic movement and control between

adjacent roadways and the Proposed Project. The plan will designate the routes for entry and exit, signage placement along these routes, temporary street closures and other special traffic management procedures, such as use of traffic control personnel to direct traffic at key intersections. The staffing levels and locations of law enforcement officers, including security, traffic, and parking personnel will also be identified to assist with the control of the roadways. Each TMP shall be tailored to the specific special event(s) and approved prior to the start of the event. The TMP will also identify potential off-site parking locations and ways to bring event-goers from there to the civic plaza.

Tribal Cultural Resources

TCR-1: Tribal Monitoring. Prior to the issuance of a Grading Permit or ground disturbing activities, the Project applicant/lead agency shall engage the Gabrieleno Band of Mission Indians – Kizh Nation in discussions to provide one (1) paid Native American Monitor to observe “ground-disturbing activity” for the Project. The scope of “ground-disturbing activity” that shall be subject to monitoring shall be limited to activities where ground disturbance exceeds a depth of 3-feet below the existing surface ground elevation. Monitoring shall not occur for at- or above-surface work. Should the Gabrieleno Band of Mission Indians – Kizh Nation not enter into an agreement for monitoring, the lead agency shall identify and retain a suitable replacement, which may include a monitor from another culturally affiliated tribe or a professional archaeologist to monitor on their behalf.

The Native American Monitor shall be invited to the Project pre-construction meeting for general construction and schedule information and shall be provided with at least 24-hours’ notice prior to the initiation of any/all ground-disturbing activities that exceed 3-feet depth of ground disturbance. All notifications shall be documented by the lead agency and if the Native American Monitor is not present at the scheduled time of work, said work shall be allowed to continue without the Native American Monitor present. Any/All work with associated ground disturbance that does not exceed 3-feet depth shall be allowed without the presence of a Native American Monitor.

TCR-2: Unanticipated Discovery of Tribal Cultural Resources. In the event of a discovery of a potential tribal cultural resource at the Project Site, upon notification of the discovery, the lead agency shall temporarily cease construction within a 50-foot radius of the discovery to immediately consult with the Native American Monitor and a qualified archaeologist, to be retained by the lead agency. The Native American Monitor shall work with the lead agency and its qualified archaeologist to assess the significance of the discovery and determine the corresponding treatment for the finding(s). Work shall not be allowed to resume at the potential discovery location until authorized by the lead agency.

TCR-3: Unanticipated Discovery of Human Remains. In the event that there is a discovery of human remains, or remains that are potentially human, the Contractor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The Lead Agency, or Native American Monitor shall notify the County Medical

Examiner (as per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Medical Examiner determines the remains are Native American and not the result of a crime scene, the Medical Examiner will notify the NAHC, who then will designate a Native American MLD for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the City of Lakewood, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

TABLE OF CONTENTS

1.0 BACKGROUND..... 1-1

 1.1 Summary..... 1-1

 1.2 Introduction 1-1

 1.3 Surrounding Land Uses/Environmental Setting..... 1-2

2.0 PROJECT DESCRIPTION 2-1

 2.1 Project Overview..... 2-1

 2.2 Project Features 2-1

 2.2.1 Stage and Performance Area..... 2-1

 2.2.2 Site Amenities 2-4

 2.2.3 Architectural and Thematic Enhancements 2-4

 2.2.4 Circulation, Access, and Parking 2-4

 2.2.5 Landscaping and Site Improvements..... 2-4

 2.2.6 Noise and Environmental Considerations..... 2-5

 2.3 Project Construction Timeline..... 2-5

 2.4 Regulatory Requirements, Permits, and Approvals..... 2-5

 2.5 Consultation With California Native American Tribe(s) 2-5

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION 3-1

 3.1 Environmental Factors Potentially Affected 3-1

4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION..... 4-1

 4.1 Aesthetics 4-1

 4.1.1 Environmental Setting..... 4-1

 4.1.2 Aesthetics (I) Environmental Checklist and Discussion 4-2

 4.1.3 Mitigation Measures 4-4

 4.2 Agriculture and Forestry Resources..... 4-4

 4.2.1 Environmental Setting..... 4-4

 4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion 4-5

 4.2.3 Mitigation Measures 4-6

 4.3 Air Quality 4-6

 4.3.1 Environmental Setting..... 4-6

 4.3.2 Ambient Air Quality..... 4-7

 4.3.3 Regulatory Setting..... 4-9

 4.3.4 Air Quality (III) Environmental Checklist and Discussion..... 4-12

 4.3.5 Mitigation Measures 4-25

4.4	Biological Resources.....	4-25
4.4.1	Environmental Setting.....	4-25
4.4.2	Biological Resources (IV) Environmental Checklist and Discussion.....	4-26
4.4.3	Mitigation Measures	4-29
4.5	Cultural Resources.....	4-29
4.5.1	Environmental Setting.....	4-29
4.5.2	Cultural Resources (V) Environmental Checklist and Discussion.....	4-30
4.5.3	Mitigation Measures	4-31
4.6	Energy.....	4-33
4.6.1	Environmental Setting.....	4-33
4.6.2	Regulatory Setting.....	4-35
4.6.3	Energy (VI) Environmental Checklist and Discussion.....	4-36
4.6.4	Mitigation Measures	4-39
4.7	Geology and Soils.....	4-39
4.7.1	Environmental Setting.....	4-39
4.7.2	Geology and Soils (VII) Environmental Checklist and Discussion.....	4-41
4.7.3	Mitigation Measures	4-45
4.8	Greenhouse Gas Emissions.....	4-45
4.8.1	Regulatory Framework.....	4-47
4.8.2	Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion.....	4-47
4.8.3	Mitigation Measures	4-51
4.9	Hazards and Hazardous Materials.....	4-51
4.9.1	Environmental Setting.....	4-51
4.9.2	Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion	4-52
4.9.3	Mitigation Measures	4-56
4.10	Hydrology and Water Quality.....	4-57
4.10.1	Environmental Setting.....	4-57
4.10.2	Hydrology and Water Quality (X) Environmental Checklist and Discussion.....	4-57
4.10.3	Mitigation Measures	4-61
4.11	Land Use and Planning.....	4-61
4.11.1	Environmental Setting.....	4-61
4.11.2	Land Use and Planning (XI) Environmental Checklist and Discussion.....	4-62
4.11.3	Mitigation Measures	4-63
4.12	Mineral Resources	4-63

4.12.1	Environmental Setting.....	4-63
4.12.2	Mineral Resources (XII) Environmental Checklist and Discussion.....	4-63
4.12.3	Mitigation Measures	4-64
4.13	Noise.....	4-64
4.13.1	Noise Fundamentals.....	4-64
4.13.2	Noise (XIII) Environmental Checklist and Discussion	4-68
4.13.3	Mitigation Measures	4-75
4.14	Population and Housing.....	4-75
4.14.1	Population and Housing (XIV) Environmental Checklist and Discussion.....	4-75
4.14.2	Mitigation Measures	4-76
4.15	Public Services.....	4-76
4.15.1	Environmental Setting.....	4-76
4.15.2	Public Services (XV) Environmental Checklist and Discussion.....	4-77
4.15.3	Mitigation Measures	4-79
4.16	Recreation	4-79
4.16.1	Environmental Setting.....	4-79
4.16.2	Recreation (XVI) Materials Checklist.....	4-79
4.16.3	Mitigation Measures	4-80
4.17	Transportation.....	4-80
4.17.1	Environmental Setting.....	4-80
4.17.2	Transportation (XVII) Environmental Checklist and Discussion.....	4-81
4.17.3	Mitigation Measures	4-85
4.18	Tribal Cultural Resources	4-85
4.18.1	Environmental Setting.....	4-85
4.18.2	Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion.....	4-88
4.18.3	Mitigation Measures	4-89
4.19	Utilities and Service Systems.....	4-89
4.19.1	Environmental Setting.....	4-90
4.19.2	Utilities and Service Systems (XIX) Environmental Checklist and Discussion	4-91
4.19.3	Mitigation Measures	4-95
4.20	Wildfire.....	4-96
4.20.1	Environmental Setting.....	4-96
4.20.2	Wildfire (XX) Environmental Checklist and Discussion.....	4-96
4.20.3	Mitigation Measures	4-97

4.21	Mandatory Findings of Significance.....	4-98
4.21.1	Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion.....	4-98
5.0	LIST OF PREPARERS.....	5-1
5.1	City of Lakewood.....	5-1
5.2	ECORP Consulting, Inc.	5-1
6.0	REFERENCES.....	6-1

LIST OF TABLES

Table 4.3-1.	Summary of Ambient Air Quality Data.....	4-8
Table 4.3-2.	Attainment Status of Criteria Pollutants in the Los Angeles County Portion of the SoCAB.....	4-8
Table 4.3-3.	SCAQMD Regional Significance Thresholds – Pounds per Day.....	4-10
Table 4.3-4.	Local Significance Thresholds at 25 Meters of a Sensitive Receptor (SRA 4).....	4-11
Table 4.3-5.	Construction-Related Emissions (Regional Significance Analysis).....	4-16
Table 4.3-6.	Construction-Related Emissions (Localized Significance Analysis).....	4-18
Table 4.3-7.	Summary of Current and Future Operational Emissions.....	4-19
Table 4.3-8.	Operational-Related Emissions (Regional Significance Analysis).....	4-20
Table 4.6-1.	Non-Residential Electricity Consumption in Los Angeles County 2018 to 2022.....	4-34
Table 4.6-2.	Automotive Fuel Consumption in Los Angeles County 2019 to 2023.....	4-34
Table 4.6-3.	Diesel Consumption in San Bernardino County 2019-2023.....	4-34
Table 4.6-4.	Proposed Project Energy and Fuel Consumption.....	4-38
Table 4.8-1.	Construction-Related Greenhouse Gas Emissions.....	4-48
Table 4.8-2.	Summary of Current and Future Operational Emissions.....	4-49
Table 4.8-3.	Operational-Related Greenhouse Gas Emissions.....	4-50
Table 4.13-1.	Existing (Baseline) Noise Measurements.....	4-67
Table 4.13-2.	Construction Average (dBA) Noise Levels at Nearest Receptors.....	4-70
Table 4.13-3.	Modeled Noise Levels.....	4-71
Table 4.13-4.	Representative Vibration Source Levels for Construction Equipment.....	4-74
Table 4.13-5.	Construction Vibration Levels at 50 Feet.....	4-74

LIST OF FIGURES

Figure 1. Project Vicinity..... 1-3
Figure 2. Project Location..... 1-4
Figure 3. Project Site Plan..... 2-2
Figure 4. Project Rendering..... 2-3
Figure 5. Operational Noise Model..... 4-72

LIST OF APPENDICES

- Appendix A – Air Quality/Greenhouse Gas Impact Assessment
- Appendix B – Biological Resources Technical Memorandum
- Appendix C – Cultural Resources Inventory Report
- Appendix D – Energy Impact Assessment
- Appendix E – Geotechnical Investigation
- Appendix F – Noise Impact Assessment
- Appendix G – VMT Impact Assessment

LIST OF ACRONYMS AND ABBREVIATIONS

Term	Definition
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
AM	Morning
AQMP	Air Quality Management Plan
Basin Plan	Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife

Term	Definition
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CH ₄	methane
CHP	California Highway Patrol
City	City of Lakewood
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CSMD	Consolidated Sewer Maintenance District
db	decibels
dBA	A-weighted decibels
DHS	California Department of Health Services
DOC	California Department of Conservation
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
ECORP	ECORP Consulting, Inc.
EIR	Environmental Impact Report
EMFAC	Emission Factor
EO	Executive Order
EPA	U.S. Environmental Protection Agency
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Geocon	Geocon, Inc.
GHG	Greenhouse Gas
I	Interstate
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration

Term	Definition
kWh	kilowatt-hours
LACFD	Los Angeles County Fire Department
LACSD	Los Angeles County Sheriff's Department
LARWQCB	Los Angeles Regional Water Quality Control Board
L _{dn}	Day-Night Average Noise Level
L _{eq}	Equivalent Noise Level
L _{max}	maximum noise level during the measurement period
L _{min}	minimum noise level during the measurement period
LOS	Level of Service
LST	Localized Significance Threshold
MLD	Most Likely Descendant
MRZ	Mineral Resource Zone
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NIOSH	National Institute for Occupational Safety and Health
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O ₃	ozone
PM	Evening
PM ₁₀	particulate matter with a diameter of 10 microns or less
PM _{2.5}	particulate matter with a diameter of 2.5 microns or less
ppm	parts per million
PPV	Peak Particle Velocity
PRC	Public Resources Code
Project	Lakewood Civic Center Corner Lot Development Project
RCPG	Regional Comprehensive Plan and Guide
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
SB	Senate Bill

Term	Definition
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SGMA	Sustainable Groundwater Management Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SO ₂	sulfur dioxide
SoCAB	South Coast Air Basin
SRA	Sensitive Receptor Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TCR	tribal cultural resource
TIS	Traffic Impact Study
TMP	Traffic Management Plan
Tribe	Gabrieleno Band of Mission Indians – Kizh Nation
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VMT Guidelines	County of Los Angeles Public Works Transportation Impact Analysis Guidelines
WQMP	Water Quality Management Plan

1.0 BACKGROUND

1.1 Summary

Project Title: Lakewood Civic Center Corner Lot Development Project
(Project or Proposed Project)

Lead Agency Name and Address: City of Lakewood (City)
5050 Clark Avenue
Lakewood CA 90712

Contact Person and Phone Number: Kevin Yamakawa, P.E.
Principal Senior Engineer
(562) 866-9771, [Ext. 2506]
kyamakawa@lakewoodca.gov

Project Location: The approximately 4.3-acre Project Site is located near the northeast corner of Clark Avenue and Del Amo Boulevard in the City of Lakewood, Los Angeles County, California. The site is bound by a parking lot and the Angelo M. Iacoboni Library to the north, Del Amo Boulevard to the south, Civic Center Way to the east, and Clark Avenue to the west. The site is located on the currently vacant southern portion of the Lakewood Civic Center property, which shares a parking lot with the Iacoboni Library, The Centre at Sycamore Plaza event center, and Lakewood City Hall. A portion of the site's parking lot is currently being used to host the Lakewood Farmers Market on Saturdays from 8 a.m. to 1 p.m.

General Plan Designation: Neighborhood Commercial (C-1)

Zoning: Commercial (C)

1.2 Introduction

The City of Lakewood is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Lakewood Civic Center Corner Lot Development Project to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and state CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences before approving projects. The City will use this Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration (ND), Mitigated Negative Declaration, or Environmental Impact Report (EIR).

In accordance with CEQA, this Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

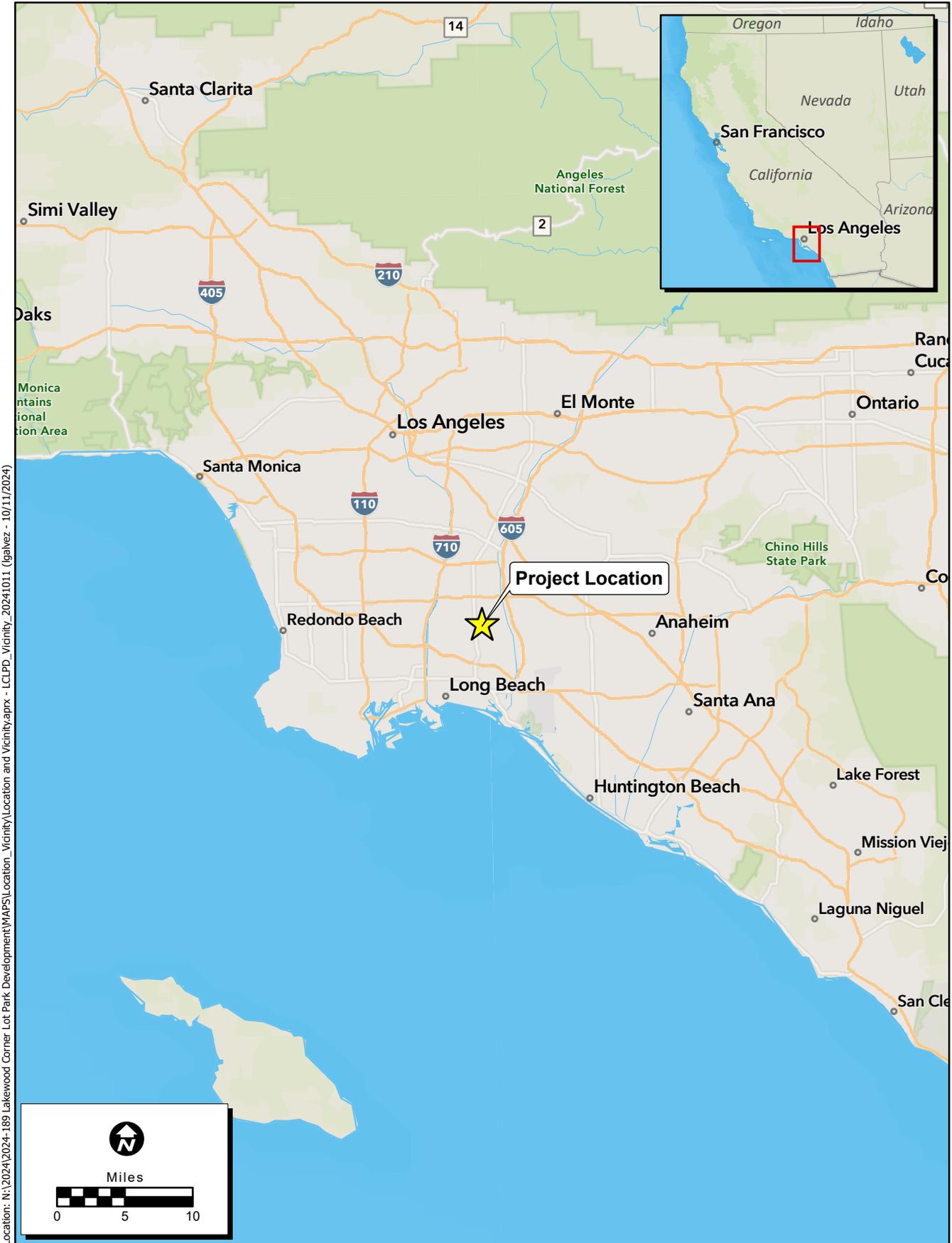
Kevin Yamakawa, P.E.
Principal Civil Engineer
City of Lakewood
5050 Clark Avenue
Lakewood CA 90712
(562) 866-9771 [Ext. 2506]
kyamakawa@lakewoodca.gov

1.3 Surrounding Land Uses/Environmental Setting

The City of Lakewood is located in the greater Los Angeles metropolitan area, approximately 20 miles southeast of the Los Angeles civic center. Lakewood is a fully urbanized City, 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 (Interstate [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.

The approximately 4.3-acre Project Site is located near the northeast corner of Clark Avenue and Del Amo Boulevard in the City of Lakewood, Los Angeles County, California (Figures 1 and 2). The Project Site is immediately bound by a public library and Lakewood City Hall to the north; Civic Center Way and residential homes to the east; Del Amo Boulevard, Saint Anthony High School and residential to the south; and Clark Avenue and an Albertson's grocery store to the west. The elevation of the Project Site is approximately 50 feet above mean sea level. The Project Site consists of an asphalt-covered parking lot and an unfenced, vacant lot covered with dirt and gravel. The paved portions of the Project Site are used by the public library and civic center patrons for parking, and the unpaved portions of the Project Site are used for the Lakewood Farmer's Market on Saturdays from 8:00 a.m. to 1:00 p.m. Ornamental landscaping is present on the street medians and in the surrounding neighborhood.

The Project is located on parcels zoned for Commercial (C) use (City of Lakewood 2011a, 2011b). The site is located on the currently vacant southern portion of the Lakewood Civic Center property, which shares a parking lot with the Iacoboni Library, The Centre at Sycamore Plaza event center, and Lakewood City Hall.



Location: N:\2024\2024-189 Lakewood Corner Lot Park Development\MAPS\Location_Vicinity\Location and Vicinity.aprx - LCLPD_Vicinity_20241011 (galvez - 10/11/2024)

Map Date: 10/11/2024
Sources: Esri

Figure 1. Project Vicinity

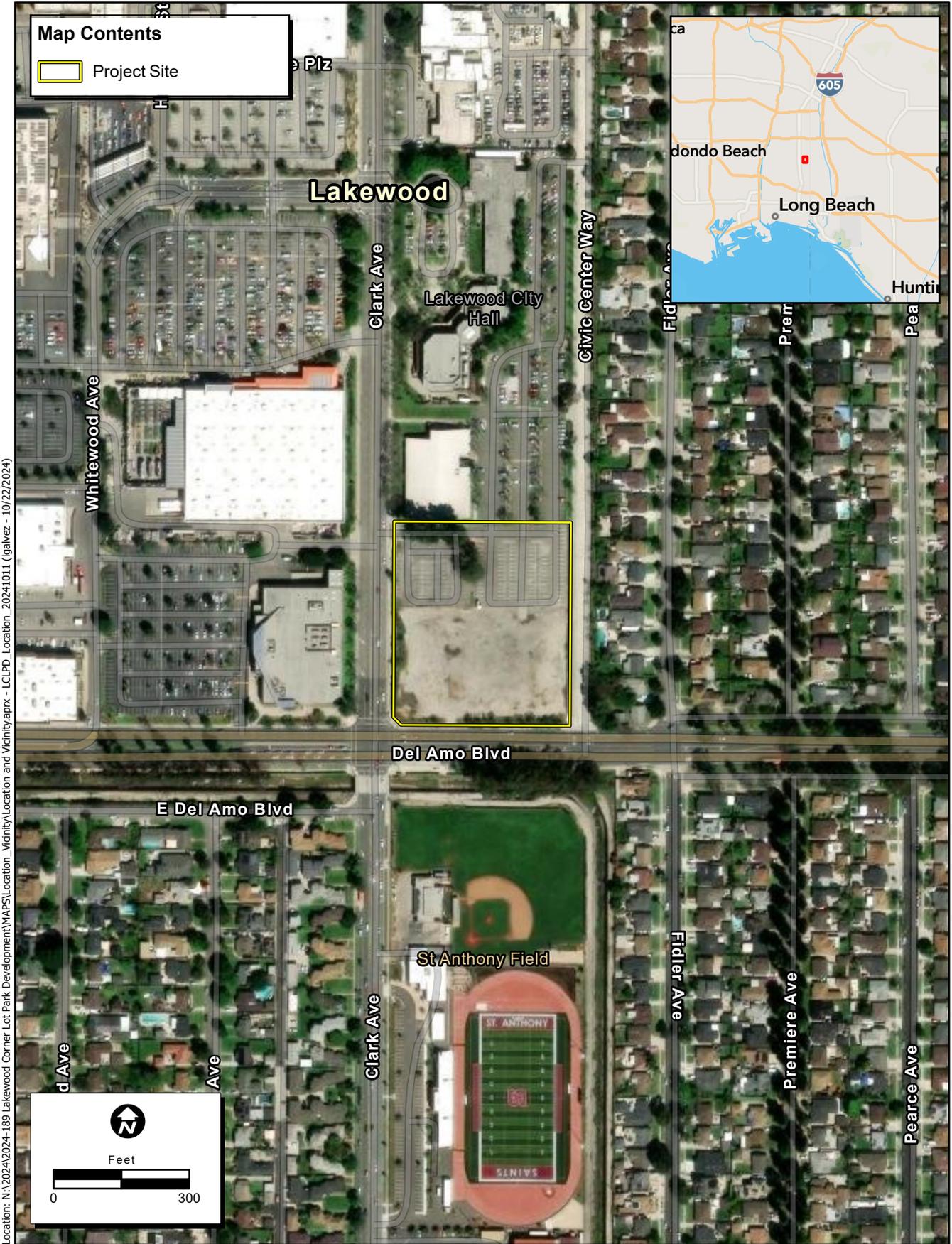


Figure 2. Project Location

2.0 PROJECT DESCRIPTION

2.1 Project Overview

The Project consists of redeveloping an approximately 4.3-acre civic plaza and park with a passive playground, stage/performance area, landscaping, and a parking lot. The Project would include public restrooms, a storage facility, and trash enclosure. The Project is expected to host community gatherings and events, farmers markets, and other special venue events and similar uses. Existing City events that are currently hosted elsewhere in the City, such as the 4th of July Block Party, Pan Am Festival, Summer Concerts in the Park, and Christmas Tree Lighting, would be relocated to the Project Site and surrounding roadways.

The Project is intended to enhance community access to recreational amenities while incorporating sustainable design features, improved circulation systems, and upgraded site infrastructure. The redevelopment plan includes both passive and active recreational uses, stormwater management components, and aesthetic enhancements consistent with contemporary public space design principles (see Figures 3 and 4).

2.2 Project Features

2.2.1 Stage and Performance Area

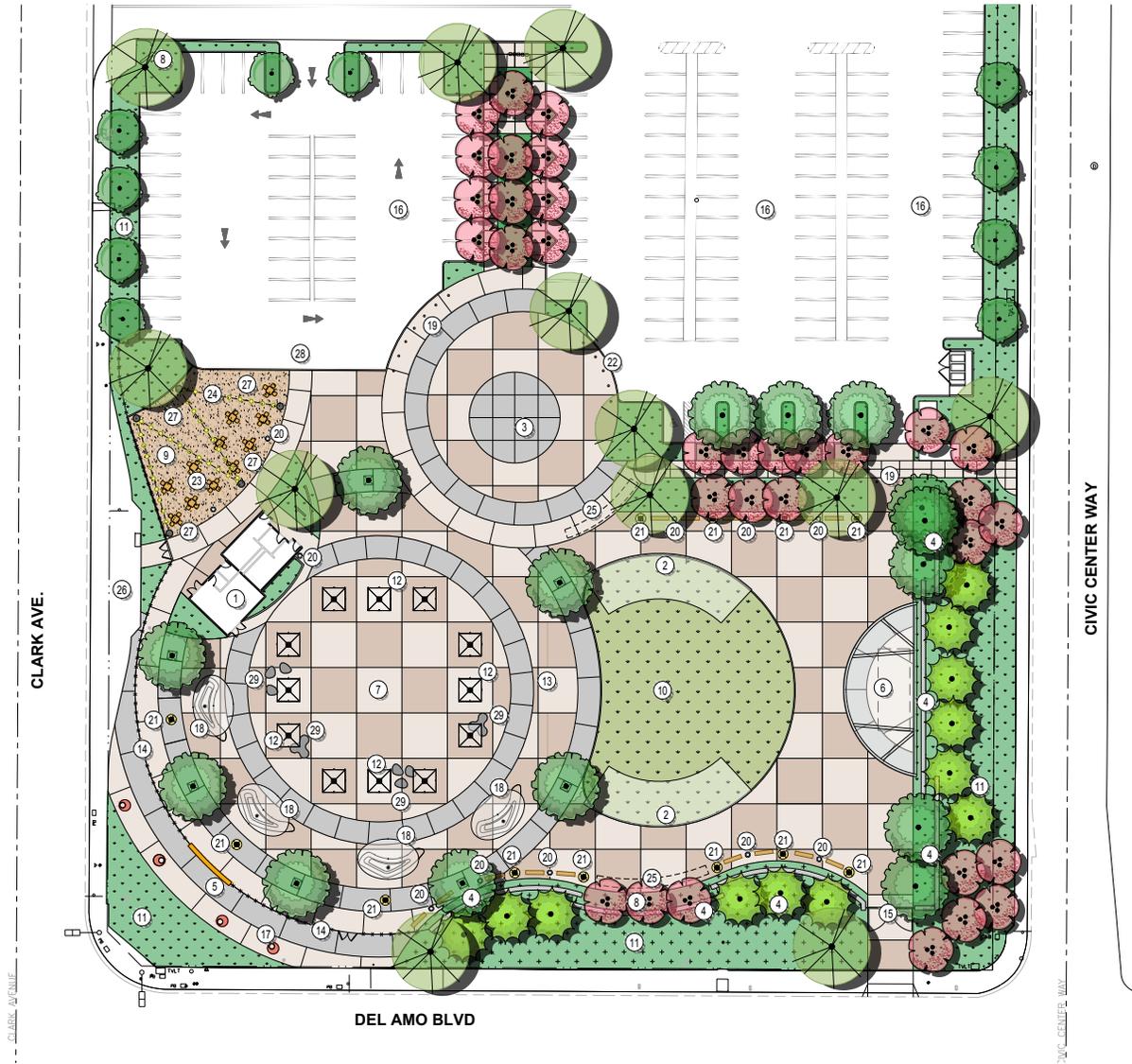
The Project includes the development of a dedicated performance and event area designed to accommodate a wide range of cultural, recreational, and community events. The primary component of this area is a portable raised performance stage. An open-frame arch structure would define the stage area, while the adjacent audience viewing area would support both active event use and passive recreation, utilizing natural turf to provide a flexible, multipurpose surface. The design ensures compatibility with casual day use while also supporting temporary seating and standing-room capacity during scheduled events.

The audience area would feature removable shade sails suspended from structural columns. These sails would provide sun protection during daytime events and may be detached when not in use to preserve open sky views or accommodate weather conditions. The support columns would also include provisions for string lighting and integrated light show elements, enhancing nighttime usability and contributing to the visual identity of the park.

Additionally, the Project includes installation of a programmable integrated sound system, which can be configured to provide full-park audio coverage or be selectively directed to specific zones, depending on the scale and nature of the event. This system is designed to meet community sound level standards and would include operational controls to mitigate potential noise impacts.

LEGEND

- ① RESTROOM PER ARCHITECT
- ② LARGE SHADE STRUCTURE, TYPICAL
- ③ TOWN CENTER DECORATED FOR SEASONAL EVENTS
- ④ 7' H. SOUND WALL
- ⑤ DIGITAL MARQUEE SIGN
- ⑥ PORTABLE STAGE AREA
- ⑦ OPEN PLAZA SEATING AND PASSIVE PLAY AREA
- ⑧ MONUMENT SIGN
- ⑨ DECOMPOSED GRANITE DINING AREA
- ⑩ NATURAL TURF CONCERT SEATING
- ⑪ BIO-RETENTION PLANTER
- ⑫ UMBRELLA POST SLEEVES
- ⑬ FUTURE SHADE STRUCTURE
- ⑭ 4' HIGH METAL SLOT FENCE AND GATE: ALLOW FOR PEDESTRIAN ACCESS
- ⑮ DOUBLE SWING VEHICLE GATE TO MATCH FENCE
- ⑯ PARKING LOT TO BE RE-PAVED
- ⑰ LARGE ENTRY POTS
- ⑱ BOOMERANG BENCH PLANTER WITH UMBRELLA
- ⑲ BOLLARD, TYPICAL
- ⑳ BENCH/TRASH CAN, TYPICAL
- ㉑ POLE LIGHT, TYPICAL
- ㉒ REMOVABLE BOLLARD, TYPICAL
- ㉓ BISTRO DINING TABLE AND CHAIRS
- ㉔ BISTRO LIGHTING
- ㉕ LAKEWOOD LETTERS (INTERACTIVE) LOCATION TBD
- ㉖ BUS SHELTER TO BE PROTECTED
- ㉗ MOCKETTES-4' HIGH
- ㉘ FOOD TRUCK AREA
- ㉙ PEBBLE SEATING- PLAY ELEMENT



SCHEMATIC LANDSCAPE DESIGN

LAKEWOOD CORNER LOT DEVELOPMENT
4970 CLARK AVE.
LAKEWOOD, CA, 90712

NUVIS
LANDSCAPE ARCHITECTURE



JOB NO. 24.058
DATE 10/31/25
505 Technology Drive, Suite 200
Irvine, California 92618
949-250-4680



L1



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Figure 3. Project Site Plan
2024-189 Lakewood Corner Lot Project



Source: Dahlin Architecture 2025

2.2.2 Site Amenities

The existing parking lot would serve as a flexible space capable of hosting farmers markets, food vendors and gourmet food trucks, and parking for various events. The Project includes several utility and amenity upgrades to enhance park functionality and support community events. Hydration stations would be installed at key locations, and free public Wi-Fi would be available throughout the site. Quick-connect water hookups would be provided for temporary uses, including irrigation and event support. A flex-use parking area would include electrical and water connections to accommodate food trucks during events.

Public electrical outlets on separate, timer-controlled circuits would be distributed across the park for general use. Flagpoles, located near the stage or main gathering areas, would be equipped with lighting for 24-hour display. All utility components would meet applicable code requirements and be integrated with existing service infrastructure.

2.2.3 Architectural and Thematic Enhancements

At the park's primary entrance, a theme marquee sign would be installed to serve as a key visual identifier. This element would be supplemented by integrated sculptural features located at designated focal points within the site. The existing mid-century monument sign would be replaced with a contemporary digital monument sign, enhancing communication of park programming and municipal information. Dedicated zones have also been incorporated into the design for the installation of future public art sculptures, supporting cultural and aesthetic enrichment over time. The site would be decorated for seasonal events, such as the Christmas Tree Lighting.

2.2.4 Circulation, Access, and Parking

The Project Site is bounded by Del Amo Boulevard to the south, Civic Center Way to the west, and Clark Avenue to the east. Primary vehicular access would be provided along Clark Avenue, and pedestrian access would be provided along all three streets. A motorized sliding gate would be installed at the main vehicular entrance to provide controlled access for both safety and operational flexibility. The entire site would include perimeter access controls for private events such as weddings.

A surface parking facility, located at the northwest corner of the site, would provide parking for park and event attendees. The final number of parking stalls would be determined in accordance with applicable zoning code requirements and demand analysis. Pedestrian pathways would be constructed throughout the site, with decorative paving treatments and clear zones for circulation, queuing, and public gathering.

Public transportation access would be maintained via the existing Long Beach Transit Route 91 bus stop along Clark Avenue.

2.2.5 Landscaping and Site Improvements

A prefabricated contemporary restroom facility and storage facility are proposed in the west-central quadrant of the site, compliant with current accessibility standards under the Americans with Disabilities Act. Adjacent to the restroom structure, a network of hardscape areas would be constructed to support site circulation, seating, and flexible programming.

A 30- to 40-foot landscape buffer would encompass the entire site perimeter. The Project also includes the installation of bio-retention planters to support on-site stormwater treatment and infiltration, consistent with Low Impact Development best management practices.

2.2.6 Noise and Environmental Considerations

To mitigate potential noise impacts associated with adjacent roadway traffic, a 7-foot-tall sound attenuation wall would be constructed along the Del Amo Boulevard and Civic Center Way frontages. This element would be designed to reduce ambient noise levels within the park and contribute to user comfort during recreational activities and events.

2.3 Project Construction Timeline

Construction is anticipated to begin in mid to late 2026 and occur for approximately nine months.

2.4 Regulatory Requirements, Permits, and Approvals

The Proposed Project would require the following approvals and regulatory permits:

- Los Angeles Regional Water Quality Control Board (LARWQCB) – National Pollution Discharge Elimination System Permit; issuance of waste discharge requirements and construction stormwater runoff permits.
- Los Angeles County Fire Authority – Fire and emergency access approvals.

2.5 Consultation With California Native American Tribe(s)

The City of Lakewood has notified the following California Native American tribes traditionally and culturally affiliated with the geographic area of the Proposed Project:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino - Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation - Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84A
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

In accordance with PRC Section 21080.3.1(b)(2), the tribes were afforded 30 days to request consultation for Assembly Bill (AB) 52 and the response window closed on November 21, 2024.

The Gabrieleno Band of Mission Indians – Kizh Nation (Tribe) requested consultation in an email dated October 23, 2024. All other tribes did not respond to the opportunity to consult; therefore, the City considers consultation concluded with the remaining tribes pursuant to Section 21082.3(d)(3) of the Public Resources Code.

Section 4.18 of this IS/MND provides a summary of the consultation process, including the determination of significance of impacts to tribal cultural resources (TCRs).

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the Project, involving at least one impact that is a *Potentially Significant Impact*, as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Paleontological Resources | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Population and Housing | |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

Determination

On the basis of this initial evaluation:

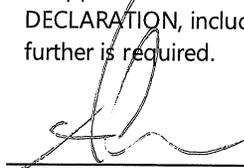
I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact 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 attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.


Aldo Cervantes
Director of Community Development

1/8/26
Date

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

4.1.1.1 State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The Project Site is located more than 5 miles north of State Route 1 (Pacific Coast Highway). This highway is designated as an Eligible State Scenic Highway (California Department of Transportation [Caltrans] 2019).

4.1.1.2 Local Scenic Features

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) (City of Lakewood 1996). The City does not contain any designated scenic vistas.

4.1.1.3 Visual Character of the Project Site

The approximately 4.3-acre Project Site is located near the northeast corner of Clark Avenue and Del Amo Boulevard in the City of Lakewood. The Project Site is immediately bound by a public library and Lakewood City Hall to the north; Civic Center Way and residential homes to the east; Del Amo Boulevard, St. Anthony High School and residential to the south; and Clark Avenue and an Albertson's grocery store to the west.

The visual character of the Project Site is defined by an established residential neighborhood with adjacent small commercial retail uses. The elevation of the Project Site is approximately 50 feet above mean sea level. The Project Site consists of an asphalt-covered parking lot and an unfenced, vacant lot covered with dirt and gravel. The paved portions of the Project Site are used by the public library and civic center patrons for parking, and the unpaved portions of the Project Site are used for the Lakewood Farmer's Market. Ornamental landscaping is present on the street medians and in the surrounding neighborhood.

4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:

a) have a substantial adverse effect on a scenic vista?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is not located in proximity to a City-designated scenic vista or state scenic highway. The Project Site is visually obscured from scenic highways and corridors by intervening development and vegetation. The topography in the immediate area of the Project Site is relatively flat and views in the vicinity of the Project Site are largely constrained by structures and trees on adjacent parcels. The Project Site is developed with residential and commercial land uses and associated landscaping and roadways. The Project would not result in the obstruction of any scenic vista or view to the public. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is located more than 5 miles north of State Route 1 (Pacific Coast Highway). This highway is designated as an Eligible State Scenic Highway but is not officially designated (Caltrans 2019). The Project Site is visually obscured from this highway by intervening development and vegetation. Further, the Project would not damage scenic resources such as trees, historic buildings, or rock outcroppings. No impact would occur.

Except as provided in Public Resources Code Section 21099, would the Project:

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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The construction phase of the Proposed Project would introduce equipment and personnel, which would disturb the existing site. This could be perceived as an impact on the visual character or quality of the site; however, these activities would be short-term and would only last during the approximate nine-month construction period.

The park would also provide various landscaping and trees, which incorporates drought tolerant landscaping and preservation of some existing trees. Visual impacts are subjective, and development of a park in a residential and commercial district is generally considered a beneficial impact that improves visual character of a site and its surroundings. The Proposed Project would not obstruct any protected views or significant visual resources from adjacent residential uses; therefore, no substantial adverse visual impact is anticipated. The Proposed Project would change the existing visual quality, but the changes would not degrade the existing aesthetic quality. In addition, the proposed structures, paved areas, and landscaped areas would be visually compatible with the existing neighborhood because they would use similar materials (paving) and similar landscaping (shrubs and trees). Impacts to the existing visual character and visual quality of the site would be less than significant.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Light and glare in the Project vicinity is typical of what can be found in urban environments. Sources of light near and on the Project Site are generated from building interiors and exterior sources (i.e., building illumination, security lighting, parking lot lighting, and landscape lighting) associated with the existing site and adjacent land uses. Other existing offsite sources of light and glare include vehicle headlights and streetlights. Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Project vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Project Site that presently generate substantial glare since most of the buildings are limited to one-story to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

The Proposed Project would introduce new light fixtures for the civic center plaza and park including bistro string lights, pedestrian lights, and bollard lights that would provide increased visibility and security. The new lighting would be consistent in height, design, and illumination with existing lighting within the adjacent neighborhoods and parking lot (i.e., street lighting, safety lighting around walkways). In addition, the park facilities would be closed and lighting would be turned off by 10:00 p.m. every evening, which

would limit ambient nighttime lighting and vehicular glare impacts to the neighboring communities during nighttime hours.

Although an increase in lighting would occur from the Project, the lighting would be required to comply with Municipal Code Section 9322.8, Lighting, through the City's permitting process. The Project would comply with City regulations and design standards, including the use of shielding around light fixtures to minimize spillover effects on surrounding properties. Furthermore, perimeter foliage such as trees would shield neighboring properties from ambient nighttime lighting spillover. Due to the developed nature of the adjacent properties and the shielded design of light fixtures on the site, impacts from lighting would be less than significant.

4.1.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

Forest land, as defined by Public Resources Code Section 12220(g), is:

...land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Timberland, as defined by Public Resources Code Section 4526, means:

...land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

Timberland zoned Timberland Production, as defined by Public Resources Code Section 51104(g), is:

...an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h.

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project Site is classified as Urban and Built-Up Land. The site is not located on or near Prime Farmland, nor is it under a Williamson Act Contract (DOC 2024). The Project Site is currently zoned Commercial (C) and is not zoned as forest land or agriculture. The Project Site and surrounding properties are not currently used for agriculture or timberland production, as defined by the California Public Resources Code.

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site consists of a parking lot and gravel lot, and is located within a developed, urbanized area. The California Mapping and Monitoring Program, Important Farmlands Map lists the Project Site as Urban and Built-Up Land. Therefore, the Proposed Project would not convert Farmland to non-agricultural use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is not located on land zoned for agricultural use. According to the California Important Farmland Finder, the Project Site is mapped as Urban and Built-Up Land and not an agricultural preserve subject to a Williamson Act contract (DOC 2024). The Proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project consists of vacant developed land and is surrounded by residential and commercial land uses. The Project Site is not located on land designated for forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is not zoned for forest land, timberland, or Timberland Production (DOC 2024). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site and surrounding properties are not designated for agricultural use. Areas to the north, east, south, and west of the Project are on land designated as Urban and Built-Up Land (DOC 2024). Development on the Project Site would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.2.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Proposed Project is located in the City of Lakewood in Los Angeles County. The California Air Resources Board (CARB) has divided California into regional air basins according to topographic features. The City of Lakewood is located in a region identified as the South Coast Air Basin (SoCAB). The SoCAB occupies the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of

Orange County. The air basin is on a coastal plain connecting broad valleys and low hills and is bounded by the Pacific Ocean to the southwest, with high mountains forming the remainder of the perimeter. The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project Site.

Both the U.S. Environmental Protection Agency (EPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O₃), carbon monoxide (CO), particulate matter, nitrogen oxides (NO_x), sulfur dioxide (SO₂), and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

Toxic Air Contaminants (TACs) are separated into categories of carcinogens and noncarcinogens. Carcinogens, such as Diesel Particulate Matter (DPM), are considered dangerous at any level of exposure. Noncarcinogens, however, have a minimum threshold for dangerous exposure. Common sources of TACs include, but are not limited to: gas stations, dry cleaners, diesel generators, ships, trains, construction equipment, and motor vehicles.

4.3.2 Ambient Air Quality

Ambient air quality in the Project Site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. O₃, coarse particulate matter (particulate matter with a diameter of 10 microns or less [PM₁₀]), fine particulate matter (particulate matter with a diameter of 2.5 microns or less [PM_{2.5}]), and lead are the pollutant species most potently affecting the Project region. As described in detail below, the region is designated as a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and is also a nonattainment area for the state standards for O₃, PM_{2.5}, PM₁₀ (CARB 2023). The Long Beach-Signal Hill air quality monitoring station (1710 E 20th Street) located approximately 4.2 miles southwest of the Project Site monitors ambient concentrations of O₃. The South Long Beach air quality monitoring station (1305 E Pacific Coast Highway) located approximately 4.5 miles southwest of the Project Site monitors ambient concentrations of PM₁₀. The North Long Beach air quality monitoring station (3648 N Long Beach Boulevard) located approximately 3.5 miles southwest of the Project Site monitors ambient concentrations of PM_{2.5}. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered generally representative of ambient concentrations in the Project Site.

Table 4.3-1 summarizes the published data for the last three available years for O₃, PM_{2.5}, PM₁₀ from the Long Beach-Signal Hill and North Long Beach air quality monitoring stations.

Table 4.3-1. Summary of Ambient Air Quality Data			
Pollutant Standards	2021	2022	2023
O₃ (from Long Beach-Signal Hill Station)			
Max 1-hour concentration (ppm)	0.086	0.108	0.089
Max 8-hour concentration (ppm) (state/federal)	0.065/0.064	0.077/0.077	0.065/0.065
Number of days above 1-hour standard (state/federal)	0/0	1/0	0/0
Number of days above 8-hour standard (state/federal)	0/0	1/1	0/0
PM₁₀ (from South Long Beach Station)			
Max 24-hour concentration (µg/m ³) (state/federal)	49.7/48.7	50.3/48.9	*/*
Number of days above 24-hour standard (state/federal)	0/0	*/*	*/*
PM_{2.5} (from Long Beach-Signal Hill Station)			
Max 24-hour concentration (µg/m ³) (state/federal)	41.2/41.2	20.0/20.0	*/*
Number of days above federal 24-hour standard	3.1	*	*

Notes: * = Insufficient data available; µg/m³ = micrograms per cubic meter; O₃ = ozone; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; ppm = parts per million;

Source: California Air Resources Board 2024

The EPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) for O₃, PM₁₀, and PM_{2.5} are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the Los Angeles County portion of the SoCAB, which encompasses the Project Site, is included in Table 4.3-2.

Table 4.3-2. Attainment Status of Criteria Pollutants in the Los Angeles County Portion of the SoCAB		
Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Unclassified/Attainment
NO ₂	Attainment	Unclassified/Attainment

Table 4.3-2. Attainment Status of Criteria Pollutants in the Los Angeles County Portion of the SoCAB

Pollutant	State Designation	Federal Designation
SO ₂	Attainment	Unclassified/Attainment
Lead	Attainment	Nonattainment

Notes: CO = carbon monoxide; NO₂ = nitrogen dioxide; O₃ = ozone; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; SO₂ = sulfur dioxide; SoCAB = South Coast Air Basin;

Source: California Air Resources Board 2023

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The portion of Los Angeles County encompassing the Project Site is designated as a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and is also a nonattainment area for the state standards for O₃, PM_{2.5}, and PM₁₀ (CARB 2023). It is noted that the Project would not be a source of lead emissions.

4.3.3 Regulatory Setting

4.3.3.1 South Coast Air Quality Management District

The local air quality regulating authority in the portion of Los Angeles County encompassing the Project Site is the South Coast Air Quality Management District (SCAQMD). The SCAQMD's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the Los Angeles County portion of the SoCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of construction activities in the SoCAB, including those associated with the Proposed Project:

- *Rule 402 (Nuisance)* – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to

odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

- *Rule 403 (Fugitive Dust)* – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.
 - a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
 - b) All onsite roads will be paved as soon as feasible or watered periodically or chemically stabilized.
 - c) All material transported offsite will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
 - e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- *Rule 1113 (Architectural Coatings)* – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce Reactive Organic Gases (ROG) emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

4.3.3.2 Thresholds of Significance

The significance criteria established by the applicable air quality management or air pollution control district (SCAQMD) may be relied upon to make the impact determination shown below in the Checklist Questions. According to the SCAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality for construction and operational activities of land use development projects such as that proposed, as shown in Table 4.3-3.

Table 4.3-3. SCAQMD Regional Significance Thresholds – Pounds per Day		
Air Pollutant	Construction Activities	Operations
Reactive Organic Gases	75	55
Carbon Monoxide	550	550

Air Pollutant	Construction Activities	Operations
Nitrogen Oxide	100	55
Sulfur Oxide	150	150
Coarse Particulate Matter	150	150
Fine Particulate Matter	55	55

Notes: SCAQMD = South Coast Air Quality Management District

Source: SCAQMD 2023

By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's individual emissions exceed its identified significance thresholds, that project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

4.3.3.3 Localized Significance Thresholds

In addition to regional significance thresholds, the SCAQMD developed Localized Significance Thresholds (LSTs) for emissions of nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5} generated at new development sites (offsite mobile source emissions are not included in the LST analysis protocol). LSTs represent the maximum emissions that can be generated in the Project Site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project Sensitive Receptor Area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The Project Site is located within SCAQMD SRA 4 (South Coastal Los Angeles County). Table 4.3-4 shows the LSTs for a one-acre, two-acre, and five-acre Project Site in SRA 4 with sensitive receptors located within 82 feet of the Project Site (the nearest sensitive receptors to the Project Site are located approximately 50 feet to the east).

Project Size	Pollutant (pounds per day during construction)			
	NO₂	CO	PM₁₀	PM_{2.5}
1 Acre	57	585	4	3
2 Acres	82	842	7	5
5 Acres	123	1,530	14	8

Notes: CO = carbon monoxide; NO₂ = nitrogen dioxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; SRA = Sensitive Receptor Area

Source: South Coast Air Quality Management District 2009

4.3.4 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the NAAQS and CAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously mentioned, the Project Site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SoCAB is in nonattainment. The 2022 Air Quality Management Plan (AQMP) is the SIP for the SoCAB (SCAQMD 2022). The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air in the SoCAB and those portions of the Salton Sea Air Basin that are under SCAQMD’s jurisdiction. The 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero emission and low NO_x technologies and (2) developing new zero emission and ultra-low NO_x technologies for use in cases where the technology is not currently available. The 2022 AQMP prioritizes distribution of incentive funding in “environmental justice” areas and seek opportunities to focus benefits on the most disadvantaged communities. The 2022 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in Greenhouse Gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The AQMP relies on a regional and multi-level partnership of governmental agencies at the federal, state, regional, and local level. These agencies (EPA, CARB, local governments, Southern California Association of Governments [SCAG], and the SCAQMD) are the primary agencies that implement the AQMP programs. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including SCAG’s latest Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG’s latest growth forecasts. The 2022 AQMP includes integrated strategies and measures to meet the NAAQS.

According to the SCAQMD, in order to determine consistency with SCAQMD’s air quality planning two main criteria must be addressed, as described below.

4.3.4.1 Air Quality Management Plan Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) Would the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?

The Proposed Project is a community park that would have the capacity to host a variety of City-approved events. The Proposed Project would not have any stationary sources of substantial emissions during operations. As shown in Table 4.3-5 and 4.3-6 below, the Proposed Project would result in emissions that would be below the SCAQMD regional and localized thresholds during construction. As shown in Tables 4.3-7 and 4.3-8 below, the Proposed Project would be below the SCAQMD regional thresholds for operations. Therefore, the Project would generate negligible emissions during construction and operations. The Proposed Project would not result in an increase in the frequency or severity of existing air quality violations and would not have the potential to cause or affect a violation of the ambient air quality standards.

- b) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?

As shown in Table 4.3-5 below, the Proposed Project would be below the SCAQMD regional thresholds for construction. As shown in Table 4.3-8 below, the Proposed Project would be below the SCAQMD regional thresholds for operations. Because the Project would result in less than significant regional emission impacts, it would not delay the timely attainment of air quality standards or AQMP emissions reductions.

4.3.4.2 Air Quality Management Plan Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the SoCAB focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether or not the Proposed Project exceeds the assumptions utilized in preparing the forecasts presented its air quality planning documents. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

- a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the 2022 AQMP?

A project is consistent with regional air quality planning efforts in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the SCAQMD air quality plans. Generally, three sources of data form the basis for the projections of air pollutant

emissions in the City of Lakewood. Specifically, SCAG's Growth Management Chapter of the Regional Comprehensive Plan and Guide (RCPG) provides regional population forecasts for the region and SCAG's RTP/SCS provides socioeconomic forecast projections of regional population growth. The City of Lakewood General Plan is referenced by SCAG in order to assist forecasting future growth in the unincorporated portions of the City.

The Project Site currently has a General Plan land use designation of *Commercial*. The Proposed Project aims to construct a new 4.3-acre neighborhood park located at the northeast corner of the intersection of Del Amo Boulevard and Clark Avenue. The Proposed Project includes a stage/performance area, a parking lot, public restrooms, a storage facility, and a trash enclosure. The intent of this park is to provide the local community with access to open space, and it is expected to host community gatherings and events, farmers markets, and other special venue events and similar uses. The Project would not increase the number of people residing in the area. No amendment to the General Plan is required for the Proposed Project. The Proposed Project is consistent with the land use designation and development density presented in the City of Lakewood General Plan.

The Project is consistent with the City of Lakewood General Plan and is therefore consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and RCPG. Several of the goals laid out by SCAG's RTP/SCS promote construction of and access to open space and parks. The Proposed Project would boost the availability and accessibility of parks and recreational facilities for local residents, and therefore is consistent with the land uses envisioned by SCAG's RTP/SCS. As a result, the Project would neither conflict with the land use assumptions nor exceed the population or job growth projections used by SCAQMD to develop the 2022 AQMP. The City's population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the City; and these are used by SCAG in all phases of implementation and review. Additionally, as the SCAQMD has incorporated these same projections into their air quality planning efforts, it can be concluded that the Proposed Project would be consistent with the projections. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. Therefore, the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of SCAQMD's air quality plans.

b) Would the project implement all feasible air quality mitigation measures?

In order to further reduce emissions, the Project would be required to comply with emission reduction measures promulgated by the SCAQMD, such as SCAQMD Rules 402, 403, and 1113. SCAQMD Rule 402 prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. SCAQMD Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. SCAQMD 1113 requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of

these coatings, primarily by placing limits on the ROG content of various coating categories. As such, the Proposed Project meets this consistency criterion.

- c) Would the project be consistent with the land use planning strategies set forth by SCAQMD air quality planning efforts?

The AQMP contains air pollutant reduction strategies based on SCAG’s latest growth forecasts, and SCAG’s growth forecasts were defined in consultation with local governments and with reference to local general plans. As mentioned previously, the Proposed Project aims to construct a 4.3-acre neighborhood park with a stage/performance area, a parking lot, public restrooms, a storage facility, and a trash enclosure. The intent of this park is to provide the local community with access to open space, and it is expected to host community gatherings and events, farmers markets, and other special venue events and similar uses. This would not increase the Project Site’s development density and would not conflict with the development density standards set out by the City of Lakewood General Plan. This would not exceed the population or job growth projections used by the SCAQMD to develop the AQMP.

In conclusion, the determination of AQMP consistency is primarily concerned with the long-term influence of a Project on air quality. The Proposed Project would not result in a long-term impact on the region’s ability to meet state and federal air quality standards. The Proposed Project’s long-term influence would also be consistent with the goals and policies of the SCAQMD’s 2022 AQMP.

Because of these reasons, this impact is less than significant.

Would the Project:

- b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact.

Air pollution is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project’s individual emissions exceed its identified significance thresholds, that project would be cumulatively considerable. Projects that do not exceed significance thresholds would not be considered cumulative considerable.

Air quality impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.29. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Los Angeles County. The Proposed Project would be a neighborhood park with a stage/performance area, a parking lot, public

restrooms, a storage facility, and a trash enclosure. The Proposed Project would only generate negligible emissions during operations and less-than-significant operational emission impacts would occur as a result of the Project. Project operational-generated air pollutant emissions were calculated using CalEEMod model defaults for Los Angeles County and event specific traffic volume projections provided by RK Engineering Group, Inc. (2025).

4.3.4.3 Regional Construction Significance Analysis

Construction-generated emissions are temporary and short-term but have the potential to represent a significant air quality impact. The basic sources of short-term emissions that will be generated through construction of the Proposed Project will be from demolition and building activities and from the operation of the construction vehicles (i.e., trenchers, dump trucks). Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particulate matter emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to SCAQMD Rule 403, which requires taking reasonable precautions to prevent the emissions of fugitive dust, such as using water or chemicals, where possible, for control of dust during the clearing of land and other construction activities.

Construction-generated emissions associated with the Proposed Project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements (ECORP 2024a). See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily construction-generated emissions for the Proposed Project are summarized in Table 4.3-5. Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD’s thresholds of significance.

Table 4.3-5. Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Construction Calendar Year One	3.54	44.0	36.2	0.12	10.80	4.80
Construction Calendar Year Two	2.13	17.0	24.2	0.04	0.92	0.67
<i>SCAQMD Regional Significance Threshold</i>	<i>75.00</i>	<i>100.0</i>	<i>550.0</i>	<i>150.00</i>	<i>150.00</i>	<i>55.00</i>

Table 4.3-5. Construction-Related Emissions (Regional Significance Analysis)						
Construction Year	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Notes: CalEEMod = California Emissions Estimator Model; CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; ROG = Reactive Organic Gases; SCAQMD = South Coast Air Quality Management District; SO₂ = sulfur dioxide
Emissions taken of the season, summer or winter, with the highest outputs. Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

Source: CalEEMod version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-5, emissions generated during Project construction would not exceed the SCAQMD’s regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is classified as nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. As such, the Project would have a less than significant impact.

4.3.4.4 Localized Construction Significance Analysis

The nearest sensitive receptor is a single-family residence, which is located approximately 50 feet to the east of the Project Site. In order to identify localized, air toxic-related impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (SCAQMD 2008) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific level Proposed Projects.

For this Project, the appropriate SRA for the LSTs is South Coastal Los Angeles County, SRA 4. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. Over the course of construction, the Proposed Project would disturb approximately 4.3 acres. The SCAQMD has produced lookup tables for projects that disturb one, two, and five acres. Since the Project Site would disturb between two- and five-acres during construction (Project Site is approximately 4.3 acres), the LST threshold value was interpolated for a 4.3-acre site using the LST values for two-acre and five-acre sites. This will account for the dispersion of air pollutants over the 4.3-acre Project Site before reaching sensitive receptors.

LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. The nearest sensitive receptor is a single-family residence that is located approximately 16 meters to the east of the Project Site. Notwithstanding, the SCAQMD Methodology explicitly states: “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Therefore, LSTs for

receptors located at 25 meters were utilized in this analysis. The SCAQMD’s methodology clearly states that “offsite mobile emissions from a project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod “onsite” emissions outputs were considered. Table 4.3-6 presents the results of localized emissions from the most polluting activity for each year of construction.

Table 4.3-6. Construction-Related Emissions (Localized Significance Analysis)				
Activity	Onsite Pollutant (pounds per day)			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition (Year One)	22.20	19.90	8.84	3.27
Site Preparation (Year One)	31.60	30.20	6.50	3.89
Grading (Year One)	16.30	17.90	0.72	0.66
Building Construction (Year One)	10.40	13.00	0.43	0.40
Building Construction (Year Two)	9.85	13.00	0.38	0.35
Paving (Year One)	6.52	8.84	0.29	0.26
Paving (Year Two)	6.23	8.81	0.26	0.24
Architectural Coating (Year One)	0.88	1.14	0.03	0.03
Architectural Coating (Year Two)	0.86	1.13	0.02	0.02
<i>SCAQMD Localized Significance Threshold (4.3 Acre)</i>	<i>83.60</i>	<i>1,187.50</i>	<i>10.70</i>	<i>6.60</i>
Exceed SCAQMD Localized Threshold?	No	No	No	No

Notes: CalEEMod = California Emissions Estimator Model; CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; SCAQMD = South Coast Air Quality Management District
 Emission reduction/credits for construction emissions are applied based on the required implementation of SCAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: sweeping/cleaning adjacent roadway access areas daily; water exposed surfaces three times daily; and limit speeds on unpaved roads to 25 miles per hour.

Source: CalEEMod version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

Table 4.3-6 shows that the emissions of these pollutants during construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts would not occur concerning LSTs during construction activities. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. Therefore, impacts would be less than significant concerning LSTs during construction activities. For the reasons described above, this impact would be less than significant.

4.3.4.5 Regional Operations Significance Analysis

The Proposed Project’s daily operational use would primarily be associated with the local neighborhood; however, community events such as the weekly Farmers’ Market on Saturdays, the Fourth of July Block Party, the four-day Pan Am Festival, the holiday tree lighting celebration, and other city-approved events would bring a high volume of residents from various parts of the City to the Proposed Project Site (RK Engineering Group, Inc. 2025). Currently, the Saturday Farmers’ Market, Fourth of July Block Party, Pan Am Festival, and holiday tree lighting are events hosted in areas adjacent and nearby the Proposed Project Site. However, with the development of the Proposed Project, these events would be expected to occur on the Project Site. Therefore, each special event’s maximum, daily air pollutant concentrations were modeled with CalEEMod, the emissions computer model designed to quantify potential criteria pollutant emissions, using model defaults for Los Angeles County and event specific traffic volume projections provided by RK Engineering Group, Inc. (2025). See Table 4.3-7 below.

Table 4.3-7. Summary of Current and Future Operational Emissions						
Event Type	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Daily Use	0.36	0.21	2.46	0.01	0.53	0.14
Saturday Farmer’s Markets	2.91	2.26	23.70	0.06	5.14	1.33
Fourth of July Block Party	46.70	37.10	389.00	0.91	84.50	21.90
Pan Am Festival	11.40	7.65	73.50	0.17	14.90	3.92
Holiday Tree Lighting	15.20	12.10	127.00	0.30	27.50	7.10

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less ; ROG = Reactive Organic Gases; SO₂ = sulfur dioxide

Emissions taken of the season, summer or winter, with the highest outputs. Daily traffic volumes were provided by RK Engineering Group, Inc.’s Trip Generation and Vehicle Miles Traveled Screening Analysis and Special Event Transportation Demand Management Plan (RK Engineering Group, Inc. 2025). The Daily Use event category accounts for 91 trips per day. The Saturday Farmer’s Market event category accounts for 876 trips per day. The Fourth of July Block Party event category accounts for 14,400 trips on July 4th. The Pan Am Festival event category accounts for 2,520 trips per day over the course of the festival (10,080 total trips during the four-day festival). The Holiday Tree Lighting event category accounts for 4,680 trips on that day.

Source: California Emissions Estimator Model version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-7, the various expected operational uses at the Proposed Project Site range in daily air pollutant emission quantities. While two to three of these events could happen on the same day (i.e., daily use traffic trips on a Saturday coupled with a Saturday Farmers’ Market and a holiday tree lighting in the evening, etc.), all five special events would never occur on the same day. Since the Saturday Farmers’ Market, Fourth of July Block Party, Pan Am Festival, and holiday tree lighting are events already hosted in areas adjacent and nearby the Proposed Project Site under existing conditions, the implementation of the Proposed Project would only contribute operational emissions related to daily use of the park, since emissions associated with the other events are already occurring. As shown in Table 4.3-7, daily maximum

emissions related to daily use of the Proposed Project are the lowest emissions generated by the other events currently hosted in the region.

Daily use of the park would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as O₃ precursors such as ROG and NO_x. Project-generated increases in emissions would be predominantly associated with motor vehicle use. Operational air pollutant emissions were based on the traffic trip generation rates from RK Engineering Group, Inc. (2025) and the spatial extent of operational land use was based on the Project Site Plan. Long-term operational emissions attributable to the Project are identified in Table 4.3-8 and compared to the operational significance thresholds promulgated by the SCAQMD.

Table 4.3-8. Operational-Related Emissions (Regional Significance Analysis)						
Emission Source	Pollutant (pounds per day)					
	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Summer Emissions						
Area	0.07	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.29	0.21	2.46	0.01	0.53	0.14
Total:	0.36	0.21	2.46	0.01	0.53	0.14
<i>SCAQMD Regional Significance Threshold</i>	<i>55.00</i>	<i>55.00</i>	<i>550.00</i>	<i>150.00</i>	<i>150.00</i>	<i>55.00</i>
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No
Winter Emissions						
Area	0.07	–	–	–	–	–
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.29	0.23	2.27	0.01	0.53	0.13
Total:	0.36	0.23	2.27	0.01	0.53	0.13
<i>SCAQMD Regional Significance Threshold</i>	<i>55.00</i>	<i>55.00</i>	<i>550.00</i>	<i>150.00</i>	<i>150.00</i>	<i>55.00</i>
Exceed SCAQMD Regional Threshold?	No	No	No	No	No	No

Notes: CalEEMod = California Emissions Estimator Model; CO = carbon monoxide; NO_x = nitrogen oxides; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; ROG = Reactive Organic Gases; SCAQMD = South Coast Air Quality Management District; SO₂ = sulfur dioxide
Emission projections predominately based on CalEEMod model defaults for Los Angeles County. Average daily vehicle trips provided by RK Engineering Group, Inc. (2025).

Source: CalEEMod version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-8, emissions generated during Project operation would not exceed the SCAQMD’s regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project

operations would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is classified as nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. As such, the Project would have a less than significant impact.

4.3.4.6 Localized Operations Significance Analysis

According to the SCAQMD Localized Significance Threshold Methodology (SCAQMD 2008), LSTs would apply to the operational phase of a proposed project only if that project includes stationary sources (e.g., smokestacks) or attracts heavy-duty trucks that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The Proposed Project does not include such uses. Therefore, in the case of the Proposed Project, the operational LST protocol is not applied.

This impact is less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

As previously described, sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under age 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor is a single-family residence located approximately 16 meters east of the Project Site.

4.3.4.7 Construction-Generated Air Contaminants

Construction-related activities would result in temporary, short-term Proposed Project-generated emissions of DPM, ROG, NO_x, CO, and PM₁₀ from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. The portion of the SoCAB that encompasses the Project Site is designated as a nonattainment area for the federal O₃, PM_{2.5}, and lead standards and is also a nonattainment area for the state standards for O₃, PM_{2.5}, PM₁₀ (CARB 2023). Thus, existing O₃, PM₁₀, PM_{2.5}, and lead levels in the SoCAB are at unhealthy levels during certain periods. However, as shown in Table 4.3-5 and Table 4.3-6, the Project would not exceed the SCAQMD regional or localized significance thresholds for construction emissions.

The health effects associated with O₃ are generally associated with reduced lung function. O₃ is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_x in the presence of sunlight. The reactivity of O₃ causes health problems

because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O₃ not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O₃ for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term O₃ exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O₃ may increase the risk of respiratory-related deaths. The concentration of O₃ at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of O₃ and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O₃ concentration reaches 80 parts per billion. Because the Project would not involve construction activities that would result in O₃ precursor emissions (i.e., ROG or NO_x) in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the SCAQMD thresholds, which are set to be protective of human health and account for cumulative emissions in the SoCAB. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM₁₀ and PM_{2.5}) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary TAC of concern. PM₁₀ exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM and it contains PM_{2.5} exhaust as a subset. As with O₃ and NO_x, the Project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. The increases of these pollutants generated by the Proposed Project would not on their own generate an increase in the number of days exceeding the NAAQS or CAAQS standards. Therefore, PM₁₀ and PM_{2.5} emissions, when combined with the existing particulate matter emitted regionally, would have minimal health effect on people located in the immediate vicinity of the Project Site. Additionally, the Project would be required to comply with Rule 403 for fugitive dust control, as described above, which limits the amount of fugitive

dust generated during construction. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Furthermore, the Project has been evaluated against the SCAQMD's LSTs for construction. As previously stated, LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative and can be used to assist lead agencies in analyzing localized impacts associated with Project-specific level of Proposed Projects. The SCAQMD Environmental Justice Enhancement Initiative program seeks to ensure that everyone has the right to equal protection from air pollution. The Environmental Justice Program is divided into three categories, with the LST protocol promulgated under Category I: *Further-Reduced Health Risk*. As shown in Table 4.3-6, the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Thus, the fact that onsite Project construction emissions would be generated at rates below the LSTs for NO_x, CO, PM₁₀, and PM_{2.5} demonstrates that the Project would not adversely impact vicinity sensitive receptors. A less than significant impact would occur.

4.3.4.8 Operational Air Contaminants

The health risk public-notification thresholds adopted by the SCAQMD Board is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. Examples of projects that emit toxic pollutants over long-term operations include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards. The Project would be a passive (no playground equipment or sports field), community park that would use the existing vehicle parking lot located in the northern portion of the Project Site. Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. The events that bring in the most traffic, mentioned above, are already occurring in the region under current conditions. Since air quality is a regional issue, the effects of traffic from these larger events centralized at the Proposed Project Site do not alter the region's current air quality setting. The only new source of operational use would be for daily park use. As shown above in Table 4.3-8, emissions generated during Project operation would not exceed the SCAQMD's regional thresholds of significance. Therefore, criteria pollutant emissions generated during Project operations would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is classified as nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur. As such, the Project would have a less than significant impact.

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

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

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

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word “strong” to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the Project Site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people from odor emissions.

According to the SCAQMD, land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project includes the development of a City plaza and park. There would not be any introduction of other uses identified by the SCAQMD as being associated with odors.

4.3.5 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.4 Biological Resources

This section is based on the analysis and recommendations presented in the Biological Resources Technical Report prepared by ECORP Consulting, Inc. (ECORP) for the Proposed Project (ECORP 2024b; Appendix B). ECORP performed a reconnaissance survey for the Project Site on October 10, 2024. Prior to conducting the survey, ECORP performed a literature review and database search using the California Department of Fish and Wildlife (CDFW's) California Natural Diversity Database (CDFW 2024) and the California Native Plant Society's (CNPS's) Electronic Inventory (CNPS 2024) to determine the special-status plant and wildlife species that have been documented on or near the Project Site.

4.4.1 Environmental Setting

4.4.1.1 Vegetation Communities

No vegetation communities were identified on the Project Site. Two land cover types were observed: developed and disturbed. Disturbed land includes areas where the native vegetation community has been heavily influenced by human actions but lack development. Disturbed areas may be actively maintained to be free of vegetation or have been compacted or disked to such a degree that native and nonnative vegetation is very sparse.

The developed land cover type is characterized by some level of anthropogenic development or disturbance and includes various types of landscaping including lawns and ornamental shrubs/trees. The developed designation can indicate a location where vegetation is highly managed and maintained such as in areas of urban and residential landscaping and active agriculture fields and orchards (U.S. Forest Service 2009). On the Project Site, this includes the maintained medians and ornamental vegetation surrounding the residences and apartment building.

4.4.1.2 Plants

The plant species identified within the Project Site consisted of common Southern California ornamental plants such as agave (*Agave* sp.), blue gum trees (*Eucalyptus globulus*), crape myrtle (*Lagerstroemia indica*), and Indian hawthorn (*Rhaphiolepis indica*). Appendix B lists additional plant species observed within and near the Project Site.

4.4.1.3 Wildlife

ECORP observed the following wildlife species within the Project Site during the survey: parrot (*Amazona* sp.), common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), Allen's hummingbird (*Selasphorus sasin*), and European starling (*Sturnus vulgaris*). Appendix B lists additional wildlife species observed within and near the Project Site.

4.4.1.4 Special-Status Plants and Wildlife

During the survey, ECORP did not observe any habitats or conditions that would be suitable for the special-status plant and wildlife species identified during the literature review and database searches.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The approximately 4.3-acre Project Site is located in a busy, residential area of Lakewood which biological resources consist primarily of ornamental plant species and wildlife species common to developed areas. Several listed and special-status plant and wildlife species were included in the literature review; however, none of these species are expected to occur due to lack of suitable habitat present, frequent human disturbance, and dogs present on the Project Site.

The Project Site provides suitable habitat for nesting birds and raptors protected by the Migratory Bird Treaty Act and California Fish and Game Code in the surrounding trees and ornamental vegetation. During the survey, several active house sparrow and European starling nests were observed in the roof of the adjacent apartment building. Additionally, American crow fledglings were observed being fed by an adult crow in a eucalyptus tree in the commercial parking lot south of the Project Site.

Ornamental trees on and near the Project Site could provide habitat for nesting birds. Nesting birds are protected under both the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from February 15 through August 31. If construction of the Proposed Project or tree trimming or removal occurs during the bird breeding season, ground-disturbing construction activities could directly affect native and nongame birds and their nests through direct removal of nests and indirectly through increased disturbances associated with the Project such as noise, ground vibrations, and human and vehicular activity. Impacts would be less than significant with the implementation of Mitigation Measure BIO-1.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

There are no known natural communities identified in local or regional plans or policies or by CDFW or the U.S. Fish and Wildlife Service (USFWS) on the Project Site or in the Project vicinity. The Proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. No riparian habitat occurs on or in the immediate vicinity of the Project Site (USFWS 2024). No impact to sensitive habitats would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is currently an existing developed site, which is located within a developed, urbanized area. No federally protected wetlands (e.g., emergent, forested/shrub, estuarine and marine deep water, estuarine and marine, freshwater pond, lake, or riverine) occur on or in the immediate vicinity of the Project Site (USFWS 2024). Therefore, the Proposed Project would not result in the direct removal, fill, or hydrological interruption of a federally protected wetland as defined by Section 404 of the Clean Water Act. No impact would occur.

Would the Project:

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The Project Site is currently a developed site, which is located within a developed, urbanized area. There is no native habitat on or adjacent to the Project Site and, due to the existing urban development surrounding the site, the Project Site does not function as a corridor for the movement of native or migratory animals. No native wildlife nurseries are located in the Project Site. Thus, the Proposed Project would not interfere with wildlife movement or native wildlife nursery sites.

Ornamental trees on and near the Project Site could provide habitat for nesting birds, which are protected under both the Migratory Bird Treaty Act and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800). Impacts would be less than significant with the implementation of Mitigation Measure BIO-1.

Would the Project:

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project would not conflict with any specific policies regarding biological resources, including a tree-preservation ordinance. The Project is not subject to or otherwise affected by a local tree preservation ordinance or other local ordinances protecting biological resources. Implementation of the Proposed Project would not conflict with any local policies or ordinances.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project would not conflict with any Habitat Conservation Plans, Natural Community Conservation Plans, or any other local, regional, or state Habitat Conservation Plan because no areas governed by such plans encompass or are near the Project Site. No impacts are anticipated.

4.4.3 Mitigation Measures

BIO-1: Pre-Construction Nesting Bird Survey. If ground disturbing Project activities, tree trimming, or tree removal are scheduled to occur during the nesting bird season (February 1–August 31), a qualified biologist shall conduct a pre-construction nesting bird survey to ensure that active bird nests will not be disturbed or destroyed. The survey shall be completed no more than 3 working days prior to initial ground disturbance. The nesting bird survey shall include the Project Site and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly due to construction activity, noise, or vibrations. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

4.5 Cultural Resources

4.5.1 Environmental Setting

ECORP prepared a Cultural Resources Inventory Report (ECORP 2024c; Appendix C) for the Proposed Project to determine if cultural resources were present in or adjacent to the Project Site and assess the sensitivity of the Project Site for undiscovered or buried cultural resources. Cultural resources include prehistoric archaeological sites, historic archaeological sites, and historic structures, and generally consist of artifacts, food waste, structures, and facilities made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (i.e., Native Americans) prior to the arrival of Europeans in Southern California. Places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans are considered historic archaeological sites. Historic structures include houses, garages, barns, commercial structures, industrial facilities, community buildings, and other structures and facilities that are more than 50 years old. Historic structures may also have associated

archaeological deposits, such as abandoned wells, cellars, privies, refuse deposits, and foundations of former outbuildings.

4.5.2 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

ECORP’s records search and 2024 pedestrian survey of the Project Site did not yield any historic-period or pre-contact resources in the Project Site. Therefore, no known Historical Resources under CEQA would be affected by the Proposed Project. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The Project Site has a medium potential for buried pre-contact archaeological sites due to the presence of Pleistocene/Holocene alluvium between the Los Angeles and San Gabriel rivers, in addition to the likelihood for pre-contact archaeological sites to be located along perennial waterways, such as the Los Angeles and San Gabriel rivers. Alluvium from this time period is associated with human occupation of the area. However, the Project Site is also situated within a highly disturbed environment, and portions of the Project Site are covered with impervious surfaces.

The Project Site has a medium potential for buried archaeological deposits due to the presence of deep alluvium between the Los Angeles and San Gabriel Rivers. However, there always remains the potential for ground-disturbing activities to expose previously unrecorded cultural resources. CEQA requires the lead agency (in this case, the City) to address any unanticipated cultural resource discoveries during Project construction. Therefore, Mitigation Measures CUL-1 and CUL-2 would reduce impacts to less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The potential exists that as-yet undiscovered human remains may be encountered during Project development activities. In the event human remains are encountered, the discovery is required to comply with State of California Public Resources Health and Safety Code Section 7050.5-7055. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by State Law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission (NAHC), and consultation with the individual identified by the NAHC to be the “most likely descendant.” If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been contacted, the remains investigated, and appropriate recommendations made for the treatment and disposition of the remains. Given required compliance with state regulations that detail the appropriate actions necessary in the event human remains are encountered required in Mitigation Measures CUL-1 and CUL-2, impacts associated with development would be less than significant.

4.5.3 Mitigation Measures

CUL-1: Contractor Awareness Training Program. The lead agency shall ensure that a Contractor Awareness Training Program is delivered to train equipment operators about cultural resources. The program shall be designed to inform construction personnel about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require a work stoppage; procedures for notifying the lead agency of any occurrences; Project-specific requirements and mitigation measures; and enforcement of penalties and repercussions for non-compliance with the program.

The training shall be prepared by a qualified professional archaeologist and may be provided either through a brochure, video, or in-person tailgate meeting, as determined appropriate by the archaeologist. The training shall be provided to all construction supervisors, forepersons, and operators of ground-disturbing equipment. All personnel shall be required to sign a training roster. The construction manager is responsible for ensuring that all required personnel receive the training. The Construction Manager shall provide a copy of the signed training roster to the lead agency as proof of compliance.

CUL-2: Unanticipated Discoveries. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the

discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 National Historic Preservation Act, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find represents a Native American or potentially Native American resource that does not include human remains, then he or she shall further notify the appropriate tribe. The agencies shall consult with the tribes on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Preservation in place is the preferred treatment, if feasible. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Los Angeles County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed

(§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

Energy consumption is analyzed according to the potential direct and indirect environmental impacts associated with the construction and operation of the Project. Such impacts include the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emissions of pollutants during the construction phase and the use of electricity during normal operations. The impact analysis focuses on the sources of energy that are relevant to the Proposed Project, which includes electricity usage for operational use (i.e., parking lot lighting, public restroom use, etc.), the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Additionally, it is noted that the Proposed Project would host various City-approved community events that are currently happening in areas adjacent to the Proposed Project Site under current conditions. Since these events are already regularly occurring, the energy consumption for the various community events is not included in the following analysis.

4.6.1 Environmental Setting

Energy relates directly to environmental quality. Energy use can adversely affect air quality and other natural resources. The vast majority of California's air pollution is caused by burning fossil fuels. Consumption of fossil fuels is linked to changes in global climate and depletion of stratospheric ozone. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes (auto, carpool, and public transit); vehicle speeds; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy. In addition, residential, commercial, and industrial land uses consume energy, typically through the usage of natural gas and electricity.

4.6.1.1 Energy Consumption

Electricity use is measured in kilowatt-hours (kWh), and natural gas use is measured in therms. Vehicle fuel use is typically measured in gallons (e.g., gallons of gasoline or diesel fuel), although energy use for electric vehicles is measured in kWh. As previously stated, this impact analysis focuses on the three sources of energy that are relevant to the Proposed Project: electricity usage, the equipment-fuel necessary for Project construction, and the automotive fuel necessary for Project operations.

The electricity consumption associated with all nonresidential uses in Los Angeles County from 2018 to 2022, the latest available data, is shown in Table 4.6-1.

Table 4.6-1. Non-Residential Electricity Consumption in Los Angeles County 2018 to 2022	
Year	Electricity Consumption (kilowatt hours)
2022	45,229,473,269
2021	43,910,863,762
2020	42,662,549,138
2019	46,054,256,351
2018	47,310,935,712

Source: California Energy Commission 2023

On-road gasoline fuel consumption in Los Angeles County from 2019 to 2023 is shown in Table 4.6-2.

Table 4.6-2. Automotive Fuel Consumption in Los Angeles County 2019 to 2023	
Year	Total Fuel Consumption (gallons)
2023	3,844,847,561
2022	3,381,588,164
2021	3,816,162,983
2020	3,774,778,086
2019	3,714,691,233

Source: California Air Resources Board 2022

On-road and off-road (i.e., construction) diesel fuel consumption in Los Angeles County from 2019 to 2023 is shown in Table 4.6-3.

Table 4.6-3. Diesel Consumption in San Bernardino County 2019-2023			
Year	On-Road Diesel Consumption (gallons)	Off-Road Diesel Consumption (gallons)	Total Diesel Consumption (gallons)
2023	523,808,865	190,564,710	714,373,575
2022	516,229,424	191,064,550	707,293,974
2021	507,214,211	189,467,114	696,681,325
2020	491,579,946	186,405,474	677,985,420
2019	492,605,543	182,452,145	675,057,688

Sources: California Air Resources Board 2021, 2022

4.6.2 Regulatory Setting

4.6.2.1 State

Senate Bill 1389

Senate Bill (SB) 1389 (Bowen and Sher, Chapter 568, Statutes of 2002) requires the California Energy Commission to prepare a biennial Integrated Energy Policy Report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the State's economy; and protect public health and safety (PRC Section 25301a).

Executive Order B-55-18 and Assembly Bill 1279

Executive Order (EO) B-55-18 was established in September 2018 by Governor Jerry Brown to establish a new statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." Although this EO has not been codified in law, it directs CARB to ensure that future climate change scoping plans identify and recommend measures for achieving the carbon neutrality goal. On September 16, 2022, the state legislature passed AB 1279 which codified this carbon neutrality goal for the state of achieving carbon neutrality and an 85 percent reduction in 1990 emissions level by 2045.

California Code of Regulations, Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings. This code was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years. The 2019 Title 24 updates went into effect on January 1, 2020. The 2022 standards went into effect January 1, 2023.

The 2022 Energy Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2022 update to the Energy Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, encouraging better energy efficiency, strengthening ventilation standards, and more.

California Code of Regulations, Title 24, Part 11 – California Green Building Standards Code

The State of California adopted the California Green Building Standards Code (CALGreen) in January 2010. CALGreen establishes mandatory green building standards for all buildings in California. The California Building Standards Commission has the authority to propose CALGreen standards for nonresidential structures such as new buildings or portions of new buildings, including additions and alterations. The code was subsequently updated in 2013, 2016, 2019, and most recently in 2022. The 2022 CALGreen Code is effective as of January 2023. The code covers five categories: planning and design, energy efficiency,

water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

4.6.2.2 Local

City of Lakewood General Plan Housing Element

The City’s General Plan Housing Element includes a discussion about opportunities for energy conservation. The City recognizes that the need to conserve energy has increased as a result of rising prices for energy, combined with a growing awareness of non-renewable resources (City of Lakewood 2022). The Housing Element presents three benefits to energy conservation including how modern appliances are more energy efficient and increase comfortability in homes and public spaces, how providers for financing encourage energy efficiency through various programs which makes energy-efficiency affordable, and how energy efficiency helps avoid environmental degradation (i.e. oil spills and smog) which can occur from the extraction of non-renewable energy sources. It is noted that since the City is nearly 99 percent built-out, most energy conservation efforts directed towards reducing energy consumption include altering one’s behavior and making energy conscious purchases. However, all new construction, including the construction of a new public park with a public restroom and associated lighting and electrical wiring associated with the Proposed Project, must be Title 24 compliant and meet the State’s energy efficiency requirements.

4.6.3 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The impact analysis focuses on the three sources of energy that are relevant to the Proposed Project: electricity usage, the equipment fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use. For the purposes of this analysis, the amount of electricity estimated to be consumed by the Project is quantified and compared to that consumed by all nonresidential land uses in Los Angeles County. Similarly, the amount of gasoline fuel and diesel fuel necessary for Project construction and operations is calculated separately and compared to that consumed in Los Angeles County.

The levels of construction and operational related energy consumption estimated to be consumed by the Project include the number of kWh of electricity, gallons of gasoline, and gallons of diesel fuel. The

amount of total on-road construction-related fuel use was estimated using the average county fuel economy found in CARB's Emission FACTor (EMFAC) 2021 software. EMFAC2021 is a mathematical model that was developed to calculate emission rates and rates of gasoline and diesel consumption from motor vehicles that operate on highways, freeways, and local roads in California. EMFAC also provides annual vehicle miles traveled, which was used to calculate the average countywide fuel economy of both gasoline and diesel vehicles. The fuel consumption of Project construction off-road equipment was also modeled using a combination of CalEEMod and CARB's OFFROAD2021 version 1.0.8. OFFROAD2021 is a mathematical model that was developed to calculate emission rates and rates of gasoline and diesel consumption from off-road vehicles that operate in California (ECORP 2024d; Appendix D). Fuel consumption of off-road equipment was compared to all diesel fuel consumed by construction and mining equipment in Los Angeles County in 2023. Fuel consumption was calculated by deriving the fuel consumption factors of each piece of equipment using the EPA's *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2* (EPA 2021), which identifies brake specific fuel capacities of 0.408 pounds of diesel per horsepower-hour for engines below 100 horsepower and 0.367 pounds of diesel per horsepower-hour for engines above 100 horsepower. The fuel consumption factor was then converted from pounds of diesel per horsepower-hour to gallons of diesel per horsepower-hour using the standard conversion of diesel from pounds to gallons (7.07 pounds per gallon). The fuel consumption factor for vehicles below 100 horsepower was calculated to be 0.0577 gallons of diesel per horsepower-hour and the fuel consumption factor for vehicles above 100 horsepower was calculated to be 0.0519 gallons of diesel per horsepower-hour. The horsepower and load factor of each piece of equipment was then multiplied by its respective fuel consumption factor, resulting in the fuel consumption rate of the equipment. After finding the fuel consumption rate, the total quantity of each set of equipment and its daily usage were multiplied to find the total hours of usage per day and then multiplied by the length of their respective construction phases in order to calculate total hours of usage per piece of equipment per construction phase. These total hours were then multiplied by the fuel consumption rate in order to find each piece of equipment's total fuel consumption (see Appendix D: Energy Consumption Calculations).

Project operational electricity consumption estimates were calculated using CalEEMod, version 2022.1. (see Appendix A: Air Quality and Greenhouse Gas Emission Calculations). CalEEMod is a statewide land use computer model designed to quantify resources associated with both construction and operations from a variety of land use projects.

For the purpose of this analysis, the amount of electricity estimated to be consumed by the Project is quantified and compared to that consumed by all nonresidential land uses in Los Angeles County. The amount of fuel necessary for Project construction is calculated and compared to that consumed in Los Angeles County. Similarly, the amount of fuel necessary for Project operations is calculated and compared to that consumed in Los Angeles County. Energy consumption associated with the Proposed Project is summarized in Table 4.6-4.

Table 4.6-4. Proposed Project Energy and Fuel Consumption		
Energy Type	Annual Energy Consumption	Percentage Increase Countywide
Building Energy Consumption		
Electricity Consumption*	58,767 kilowatt-hours	0.0001
Construction Fuel Consumption		
Construction Off-Road & On-Road Equipment (Diesel) ^{†,‡}	481,730 gallons	0.0916
Construction On-Road (Gasoline) [‡]	3,950 gallons	0.0001
Operations Fuel Consumption		
Operations On-Road (Diesel) [‡]	1,772 gallons	0.0003
Operations On-Road (Gasoline) [‡]	10,739 gallons	0.0003

Notes: CalEEMod = California Emissions Estimator Model; EMFAC = Emission Factor
 The Project increase in electricity is compared to all nonresidential uses in Los Angeles County in 2022, the latest data available. Natural gas consumption was not included in this analysis because CalEEMod does not project any natural gas use upon Project construction or operation. The Project increases in on-road and off-road fuel consumption are compared with the anticipated countywide fuel consumption in 2023, the most recent full year of data.

Source: *CalEEMod; †OFFROAD2021; ‡EMFAC2021

Fuel necessary for Project construction would be required for the operation and maintenance of construction equipment and the transportation of materials to the Project Site. The fuel expenditure necessary to construct the community park, public restrooms, stage, and various site improvements would be temporary, lasting only as long as Project construction. As indicated in Table 4.6-4, the Project’s on-road gasoline fuel consumption during the one-time construction period is estimated to be 3,950 gallons, which would increase the annual countywide gasoline fuel use by 0.0001 percent. Additionally, the Project is estimated to consume 481,730 gallons of diesel fuel, which would be 0.0916 percent of the county’s annual diesel fuel consumption. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction.

Operations of the Proposed Project would include electricity usage. As shown in Table 4.6-4, the annual electricity consumption due to operations would be 58,767 kilowatt-hours resulting in a small increase (0.0001 percent) in the typical annual electricity consumption attributable to all nonresidential uses in Los Angeles County. It is expected that energy consumption associated with Project buildings would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Project is estimated to generate approximately 31,386 annual trips per year for the daily use of the neighborhood park and parking lot. No Project-specific fleet mix data was provided, therefore CalEEMod defaults were used for a conservative analysis. As indicated in Table 4.6-4, this would equate to a consumption of approximately 10,739 gallons of automotive gasoline per year, which would lead to a minimal (0.0003 percent) increase in the annual countywide automotive gasoline consumption. The Project is estimated to consume approximately 1,772 gallons of automotive diesel fuel per year, which would lead to a minimal (0.0003 percent) increase in the annual countywide automotive diesel consumption. Therefore, fuel consumption associated with the vehicle trips generated by the Project during use and ongoing maintenance activities would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The State’s 2022 Energy Standards improve upon the 2019 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. Buildings permitted on or after January 1st, 2023, must comply with the 2022 Standards. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Additionally, in January 2010, the State of California adopted CalGreen that establishes mandatory green building standards for all buildings in California. The Project would not conflict with a state renewable energy or energy efficiency plan.

4.6.4 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.7 Geology and Soils

In September 2024, Geocon, Inc. (Geocon) prepared a geotechnical and percolation test report for the Proposed Project (Appendix E). The purpose of the investigation was to evaluate subsurface soil and geologic conditions underlying the site and, based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of proposed design and construction.

4.7.1 Environmental Setting

The Project Site is located at 4900 Clark Avenue in the City of Lakewood, California. The northern half of the site is an asphalt parking lot and the southern half of the site is a vacant lot. The site is bounded a drive aisle and a public library to the north, by an asphalt parking lot and Civic Center Way to the east, by

Del Amo Boulevard to the south, and by Clark Avenue to the west. The site is relatively level and surface water drainage at the site flows southeast to the City streets.

4.7.1.1 Geologic Setting

The Project Site is located in the Los Angeles Basin. The Los Angeles Basin is a coastal plain between the Santa Monica Mountains to the north, the Elysian Hills and Repetto Hills to the northeast, the Puente Hills and Whittier Fault to the east, the Palos Verdes Peninsula and Pacific Ocean on the west and south, and the Santa Ana Mountains and San Joaquin Hills on the southeast. Regionally, the site is located within the Peninsular Ranges geomorphic province, characterized by northwest-trending physiographic and geologic structures such as the nearby Whittier Fault and Newport-Inglewood Fault Zone.

4.7.1.2 Regional Seismicity and Fault Zones

The California Department of Conservation, Division of Mines and Geology, defines an *active fault* as one that has been subjected to surface displacement within the last 11,000 years. A fault is considered *inactive* if it has not shown geologic evidence of surface displacement in the last 11,000 years.

The Proposed Project Site is situated in a seismically active region. As is the case for most areas of Southern California, ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. During the life of the Project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the Project Site.

The Project Site is not located within a currently mapped State of California Earthquake Fault Zone for surface fault rupture. However, the Los Alamos Fault terminates 50 feet southeast of the Project Site. No Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Other nearby active faults are the Newport-Inglewood Fault, the Palos Verdes Fault, the Whittier Fault, and the Hollywood Fault, located approximately 3.5 miles southwest, 11 miles northeast, 11.5 miles to the southwest, and 20 miles to the northwest of the Project Site, respectively.

4.7.1.3 Soils

Based on published geologic maps of the area, the Project Site is underlain by younger alluvium and Terrace Deposits/Palos Verdes Sand at depth most recently referred to as Older Alluvium (Appendix E). The terrace deposits were not encountered in our borings. Artificial fill is present across the Project Site from the previous development. The artificial fill generally consists of brown sandy silt and can be characterized as slightly moist and soft. The younger alluvium generally consists of brown to grey brown interbedded silt, clay, silty sand and poorly graded sand. The alluvial soils are characterized as moist to wet and soft to hard or medium dense to dense.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey Website, the Project Site is composed of Urban land-Hueneme, drained-San Emigdio complex, 0 to 2 percent slopes (NRCS 2024). This soil occurs in alluvial fans and has a parent material of discontinuous human-transported material over mixed alluvium derived from granite or sedimentary rock.

4.7.1.4 Groundwater

Review of the Seismic Hazard Zone Report for the Long Beach Quadrangle (California Division of Mines and Geology [CDMG]) indicates the historically highest groundwater level in the area is approximately 20 feet beneath the ground surface. Groundwater information presented in this document is generated from data collected in the early 1900s to the late 1990s. Based on current groundwater basin management practices, it is unlikely that groundwater levels will ever exceed the historic high levels (Appendix E).

Groundwater was encountered at a depth of 31 feet below the ground surface during Project Site exploration. The groundwater measurements were performed in a manner that is typical of geotechnical exploration and should not be interpreted as representing a fully equalized water level; the depth to water at the time of construction may be higher or lower than what was observed in the boreholes.

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

- i) The Project Site is not located within a designated State of California Earthquake Fault Zone (Appendix E). The Project Site is not located within a currently mapped State of California Earthquake Fault Zone for surface fault rupture. However, the Los Alamos Fault terminates 50 feet southeast of the Project Site. Other nearby active faults are the Newport-Inglewood Fault, the Palos Verdes Fault, the Whittier Fault, and the Hollywood Fault, located approximately 3.5 miles southwest, 11 miles northeast, 11.5 miles to the southwest, and 20 miles to the northwest of the Project Site, respectively.

The Project Site is situated in a seismically active region. As is the case for most areas of Southern California, ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. During the life of the Project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the Project Site. However, the Project does not include habitable structures and would not pose a substantial risk to people or other structures. No impact would occur.

Less Than Significant Impact.

- ii) In general, Southern California is a seismically active region that contains many earthquake faults. Moderate to strong ground shaking due to seismic activity is expected at the Project Site during the life span of the Project. Design recommendations outlined in the geotechnical report (Geocon 2024; Appendix E) would ensure the park amenities can sufficiently withstand structural failure during an earthquake. Compliance with the structural standards contained in the California Building Code would minimize risks to the public from strong seismic ground shaking. Adherence to the recommendations outlined in the site-specific geotechnical report would reduce impacts to less than significant.

Less Than Significant Impact.

- iii) The State of California Seismic Hazard Zone Map for the Long Beach Quadrangle (Appendix E) indicates that the Project Site is located in an area designated as having a potential for liquefaction. The historic high groundwater level in the Project Site vicinity is at a depth of 20 feet beneath the ground surface. Groundwater was encountered in boring B5 at an approximate depth of 31 feet beneath the ground surface.

The geotechnical report includes liquefaction analyses which indicate that the Project Site soils could be susceptible to up to approximately 2 inches of total settlement as a result of the peak ground acceleration. The resulting differential settlement at the ground surface is anticipated to be less than 1 inch over a distance of 30 feet.

These settlements would be considered in the structural design. The grading and foundation design recommendations presented in the geotechnical report are intended to reduce the effects of settlement on proposed improvements. The proposed park facilities would be designed to withstand geologic conditions anticipated to occur in the Project Site. Adherence to the recommendations outlined in the site-specific geotechnical report would reduce impacts to less than significant.

No Impact.

- iv) Seismically induced landslides and slope failures are common occurrences during or soon after large earthquakes. The Project Site is not located within a currently designated State of California Landslide Zone (Geocon 2024), due to the flat nature of the Project Site and the distance away from any foothills, the potential for seismically induced landslides affecting the Project Site is very low. The Proposed Project would not expose people or structures to substantial adverse effects associated with landslides. No impact would occur.

Would the Project:

b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Construction of the Proposed Project would require ground disturbing activities, such as parking lot demolition and grading, that have the potential to result in soil erosion or the loss of topsoil. The Project would have a total disturbance area of approximately 4.3 acres and would be subject to coverage under the State Water Resources Control Board (SWRCB) Construction General Permit. Stormwater drainage in the area primarily consists of overland flow over the ground and roadway surfaces that concentrate in gutters along Del Amo Boulevard, Clark Avenue, and Civic Center Way. Because the Project would comply with current regulations to limit erosion-related water quality impacts during and after construction, there would be a less than significant impact.

Would the Project:

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Seismically induced lateral spreading involves primarily lateral movement of earth materials over underlying materials which are liquefied due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. The topography at the Project Site and in the immediate vicinity is very flat and the risk of lateral spreading is considered low.

Dynamic dry settlement may occur in loose, granular, unsaturated soils during a large seismic event. Typically, settlements occur in thick beds of such soils. The seismically-induced settlement calculations provided in the geotechnical report indicates that the soil above the historic high groundwater level of 20 feet could be susceptible to approximately 0.35 inch of settlement as a result of peak ground acceleration. Adherence to the recommendations outlined in the site-specific geotechnical report would reduce impacts to less than significant.

As discussed above, the Proposed Project would not expose people or structures to substantial adverse effects associated with landslides. No impact would occur.

As discussed above, the City has implemented the California Building Code seismic safety standards for structural construction. The City will continue to enact these and other seismic safety programs to minimize hazards from earthquakes and other seismic hazards. The Proposed Project’s facilities would be designed to withstand geologic conditions anticipated to occur in the Project Site. Therefore, the Proposed Project would not contribute to a new exposure of people or structures to substantial adverse effects associated with an on-site or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse. Adherence to the recommendations outlined in the site-specific geotechnical report would reduce impacts to less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Changes in soil moisture content can result from precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors and may result in unacceptable settlement or heave of structures or concrete slabs supported on grade. Depending on the extent and location below finish subgrade, expansive soils can have a detrimental effect on structures.

Based on the laboratory test results of the geotechnical report, the expansion indices of the upper five feet of site soil correspond to low expansion potential (Geocon 2024). The recommendations presented in the geotechnical report assume that foundations and slabs as well as new paving and hardscape would derive support in these materials. Adherence to the recommendations outlined in the site-specific geotechnical report would reduce impacts to less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project does not include installation of septic systems or alternative wastewater disposal systems. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact with Mitigation Incorporated.

The Project Site is used as a space for City events, farmers markets, and vehicle parking. The Project Site is fully developed with paved/asphalt surfaces. Any unique geologic features that may have been present at one time have likely been destroyed. Moreover, soil types underlying the Project Site are common within the City and Southern California, and do not comprise unique geological features as described above. The Project does not propose uses or activities that would indirectly contribute to or result in potentially adverse impacts to a unique geological feature.

No unique paleontological resources or geologic features are known to exist within the Project Site or in the Project vicinity. However, there is always potential for unknown subsurface paleontological resources to be present within the Project Site. Impacts would be reduced to less than significant with the implementation of Mitigation Measure GEO-1. As the mitigation measure would reduce potential impacts related to paleontological resources, no further analysis of the subject is required.

4.7.3 Mitigation Measures

GEO-1: Unanticipated Discovery of Paleontological Resources. If paleontological resources are discovered during construction, all work must halt within a 100-foot radius of the discovery and a qualified paleontologist will be retained to evaluate the find. The paleontologist shall notify the City if the find is significant. The paleontologist shall evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The qualified paleontologist will evaluate the significance of the find and recommend appropriate measures for the disposition of the find (e.g., fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

4.8 Greenhouse Gas Emissions

GHG emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the Earth’s climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps more than 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

The local air quality agency regulating the SoCAB is the SCAQMD, the regional air pollution control officer for the basin. To provide guidance to local lead agencies on determining significance for GHG emissions in CEQA documents, SCAQMD staff convened a GHG CEQA Significance Threshold Working Group. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Land Use and Climate Innovation, CARB, the Attorney General's Office, a variety of city and county planning departments in the Basin, various utilities such as sanitation and power companies throughout the Basin, industry groups, and environmental and professional organizations. The SCAQMD numeric bright line threshold of 3,000 metric tons of CO₂e annually was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a Proposed Project are significant.

In *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) 62 Cal. 4th 2014, 213, 221, 227, following its review of various potential GHG thresholds proposed in an academic study [Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203], the California Supreme Court identified the use of numeric bright-line thresholds as a potential pathway for compliance with CEQA GHG requirements (Crockett 2011). The study found numeric bright line thresholds designed to determine when small projects were so small as to not cause a cumulatively considerable impact on global climate change was consistent with CEQA. Specifically, Public Resources Code section 21003(f) provides it is a policy of the State that "[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." The Supreme Court-reviewed study noted, "[s]ubjecting the smallest projects to the full panoply of CEQA requirements, even though the public benefit would be minimal, would not be consistent with implementing the statute in the most efficient, expeditious manner. Nor would it be consistent with applying lead agencies' scarce resources toward mitigating actual significant climate change impacts." (Crockett, *Addressing the Significance of Greenhouse Gas Emissions: California's Search for Regulatory Certainty in an Uncertain World* (July 2011), 4 Golden Gate U. Env'tl. L. J. 203, 221, 227.)

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of

GHG emissions. The Project is compared to the SCAQMD numeric bright-line threshold of 3,000 metric tons of CO₂e annually.

4.8.1 Regulatory Framework

4.8.1.1 State

Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed AB 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 required CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlined measures to meet the 2020 GHG reduction goals. California exceeded the target of reducing GHG emissions to 1990 levels by the year 2017.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2022 Scoping Plan Update, outlines strategies and actions to reduce greenhouse gas emissions in California. The plan focuses on achieving the State's goal of reaching carbon neutrality by 2045 and reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030. The plan includes a range of strategies across various sectors, including transportation, industry, energy, and agriculture. Some of the key strategies include transitioning to zero-emission vehicles, expanding renewable energy sources, promoting sustainable land use practices, implementing a low-carbon fuel standard, and reducing emissions from buildings. Additionally, the plan addresses equity and environmental justice by prioritizing investments in communities most impacted by pollution and climate change. The plan also aims to promote economic growth and job creation through the transition to a low-carbon economy.

4.8.1.2 Local

Local Climate Action Plan

The City of Lakewood has not adopted a formal Climate Action Plan or other regulations adopted for the purpose of reducing GHG emissions.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

GHG emissions-related impacts were assessed in accordance with methodologies recommended by the SCAQMD. Where GHG emission quantification was required, emissions were modeled using CalEEMod version 2022.1.1.29. CalEEMod is a statewide land use emissions computer model designed to quantify potential GHG emissions associated with both construction and operations from a variety of land use projects. Project GHG emissions were calculated using CalEEMod model defaults for Los Angeles County and traffic counts provided by RK Engineering Group, Inc. (2025). Operational GHG emissions related to the events currently hosted in areas adjacent and nearby the Proposed Project Site that are expected to be hosted on Site upon Project completion are quantified using CalEEMod (i.e., the Saturday Farmers’ Market, the Fourth of July Block Party, the Pan Am Festival, and the holiday tree lighting). Operational GHG emissions related to daily use of the Proposed Project over the course of a year are quantified and compared to the SCAQMD numeric bright-line threshold of 3,000 metric tons of CO₂e annually.

Construction Significance Analysis

Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific generated GHG emissions that would result from construction of the Project.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (metric tons/year)
Construction Year One	446
Construction Year Two	131
Total Construction Emissions	577
<i>SCAQMD Significance Threshold</i>	<i>3,000</i>
Exceed SCAQMD Significance Threshold?	No

Notes: CO₂e = carbon dioxide equivalent; SCAQMD = South Coast Air Quality Management District
 Source: California Emissions Estimator Model version 2022.1.1.29. Refer to Appendix A for Model Data Outputs

As shown in Table 4.8-1, Project construction would result in the generation of approximately 577 metric tons of CO₂e over the course of construction, which is less than the threshold of 3,000 tons of CO₂e. Once construction is complete, the generation of these GHG emissions would cease. This impact is less than significant.

Operational Significance Analysis

The Project is proposing the construction of a new 4.3-acre neighborhood park and civic plaza with a parking lot, a stage, public restrooms, a storage facility, and a trash enclosure. The Proposed Project’s daily operational use would primarily be associated with the local neighborhood; however, community events such as the weekly Farmers’ Market on Saturdays, the Fourth of July Block Party, the four-day Pan Am Festival, the holiday tree lighting celebration, and other City-approved events could bring a high

volume of residents from various parts of the City to the Proposed Project Site (RK Engineering Group, Inc. 2025). Currently, the Saturday Farmers’ Markets, Fourth of July Block Party, Pan Am Festival, and holiday tree lighting are events hosted in areas adjacent and nearby the Proposed Project Site under existing conditions. However, with the development of the Proposed Project, these events would be expected to occur on the Project Site. Therefore, each special event’s maximum annual CO₂e emission concentrations were modeled with CalEEMod, the emissions computer model designed to quantify potential GHG emissions, as shown in Table 4.8-2 below. CalEEMod defaults for Los Angeles County and event specific traffic volume projections per event, provided by RK Engineering Group, Inc. (2025), were used to inform the GHG modeling.

Emission Source	CO₂e (metric tons/year)
Daily Use*	123
Saturday Farmers’ Markets [†]	140
Fourth of July Block Party [‡]	43
Pan Am Festival [§]	35
Holiday Tree Lighting [¶]	14
Total	355

Notes: CalEEMod = California Emissions Estimator Model; CO₂e = carbon dioxide equivalent
 Emission projections predominately based on CalEEMod model defaults for Los Angeles County. Daily traffic volumes were provided by RK Engineering Group, Inc. (2025).
 *The Daily Use event category accounts for 91 vehicle trips per day. An itemized breakdown by emission source of CO₂e during daily use is presented below in Table 4.8-3.
[†]The Farmers’ Market event category accounts for 876 vehicle trips per Saturday. Farmers’ Market vehicle trips are only active on Saturdays.
[‡]The Fourth of July Block Party event category accounts for 14,400 vehicle trips on July 4th. This event is only hosted one day per year; however, the event is modeled to occur every day to determine a daily maximum of emissions. Daily maximum emissions in lb./day are converted to metric tons to determine total contribution of CO₂e from one event per year.
[§]The Pan Am Festival event category accounts for 2,520 vehicle trips per day over the course of the festival. RK Engineering Group, Inc. estimates there are 10,080 total vehicle trips per Pan Am Festival. The Festival lasts four days, therefore, 10,080 is separated across four days to get a daily trip estimation of 2,520 vehicle trips. This event is only hosted once per year for four days; however, the event is modeled to occur every day to determine a daily maximum of emissions. Daily maximum emissions in lb./day are converted to metric tons and multiplied by four to determine total contribution of CO₂e from one event per year. Additionally, the land use type in CalEEMod is set to arena to account for excess energy use for event activities listed by the City for prior Pan Am Festivals (i.e., roller coasters, food trucks, etc.).
[¶]The Holiday tree lighting event category accounts for 4,680 vehicle trips on the day of the lighting. This event is only hosted one day per year; however, the event is modeled to occur every day to determine a daily maximum of emissions. Daily maximum emissions in lb./day is converted to metric tons to determine total contribution of CO₂e from one event per year.

Source: CalEEMod version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-2, the various expected operational uses at the Proposed Project Site would contribute to GHG emissions in the area. Since the Saturday Farmers’ Markets, Fourth of July Block Party,

Pan Am Festival, and holiday tree lighting are events already hosted in areas adjacent and nearby the Proposed Project Site under current conditions, the implementation of the Proposed Project would only contribute operational emissions related to daily use of the park. This activity would result in an increase in GHG emissions primarily associated with motor vehicle trips and onsite energy sources. Long-term operational GHG emissions attributed to the Project are identified in Table 4.8-3 and compared to SCAQMD’s significance threshold.

Table 4.8-3. Operational-Related Greenhouse Gas Emissions	
Emission Source	CO₂e (metric tons/year)
Construction Emissions (amortized over the 30-year life of the Project)	19
Area Source	0
Energy	8
Mobile	96
Waste	0
Water	0
Total	123
<i>SCAQMD Significance Threshold</i>	<i>3,000</i>
Exceed SCAQMD Threshold?	No

Notes: CalEEMod = California Emissions Estimator Model; CO₂e = carbon dioxide equivalent; SCAQMD = South Coast Air Quality Management District
 Emission projections predominately based on CalEEMod model defaults for Los Angeles County. Average daily vehicle trips provided by RK Engineering Group, Inc. (2025).

Source: CalEEMod version 2022.1.1.29. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-3, operational-generated emissions would not exceed the SCAQMD’s numeric bright-line threshold of 3,000 metric tons of CO₂e annually. SCAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD’s efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the Governor’s Office of Land Use and Climate Innovation, CARB, the Attorney General’s Office, a variety of city and county planning departments in the SoCAB, various utilities such as sanitation and power companies throughout the basin, industry groups, and environmental and professional organizations. The 3,000 metric tons of CO₂e per year value represents less than one percent of future 2050 statewide GHG emissions target.

This impact is therefore less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The City of Lakewood has not adopted a formal Climate Action Plan or other regulations for the purpose of reducing GHG emissions. The State of California promulgates several mandates and goals to reduce statewide GHG emissions, including the goal to reduce statewide GHG emissions to 40 percent below 1990 levels by the year 2030 (California SB 32) and 80 percent below 1990 levels by the year 2050 (Executive Order S-3-05). The Proposed Project is subject to compliance with SB 32. As discussed previously, construction and operational Project-generated GHG emissions would not surpass the significance threshold of 3,000 metric tons of CO₂e annually established by the SCAQMD and would not substantially increase operational GHG emissions beyond current conditions. The 3,000 metric tons of CO₂e threshold was prepared with the purpose of complying with statewide GHG-reduction efforts. Therefore, this impact would be less than significant.

4.8.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

“Hazardous material” means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A *hazardous material* is defined in 22 CCR Section 662601.10 as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or

environment when improperly treated, stored, transported or disposed of or otherwise managed.

Transporters of hazardous waste in California are subject to several federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow CHP or DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation through national safety standards.

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

As the Proposed Project would construct various new civic center amenities, it would not transport, use, or dispose of any hazardous materials beyond those used for construction and maintenance. Construction activities may involve limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handled during construction include the use of paints and solvents during construction. These activities would be short-term and one-time events and would be subject to federal, state, and local health and safety requirements. A less than significant impact related to the use or transport of hazardous materials is expected to occur during construction.

Long-term operation of the Proposed Project would involve very little transport, storage, use, or disposal of hazardous material. Typical facility maintenance involves the limited use of hazardous materials through custodial, routine maintenance, and repair activities, including commercial cleansers, lubricants, paints, and pesticides/herbicides for landscaping purposes. These items would be stored in an appropriate place, such as an offsite utility closet, with limited access only by appropriate City employees of the park. As described in Section 4.9.2 Question d, below, the Project Site does not have any known hazardous releases or other contamination, and groundbreaking and construction activities are not anticipated to release any known toxins or contaminants onsite or convey hazardous materials offsite.

Temporary events that would be held at the plaza like festivals, weddings, or block parties would not emit hazardous materials or substances beyond minor and routine uses (e.g., fuel for generators). These events currently operate under discretionary Special Event Permits and would continue to comply with City of Lakewood and Los Angeles County Health and Fire Department requirements. Therefore, the Project would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Would the Project:

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

As described above, construction and operation activities would require the use of small amounts of hazardous materials and would be required to comply with federal, state, and local laws and regulations regarding proper storage, application, and disposal. Temporary events that would be held at the plaza like festivals, weddings, or block parties currently operate under discretionary Special Event Permits and would continue to comply with City of Lakewood and Los Angeles County Health and Fire Department requirements. The proposed civic plaza amenities and improvements would not create a significant hazard to the public or environment through reasonably foreseeable upset and accidental release of hazardous materials. Impacts would be less than significant.

Would the Project:

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The nearest school to the Project Site is the Saint Anthony High School Athletic Complex, located to the south across Del Amo Boulevard. As stated above, there would be no hazardous materials, substances, or waste associated with Project development other than those typically used for routine maintenance. These substances would be required to comply with federal, state, and local laws and regulations regarding proper storage, application, and disposal. Temporary public events would not incorporate hazardous elements such as large pyrotechnics, heavy pollution-emitting equipment, or large amounts of fuel storage. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

Government Code Section 65962.5 requires the California Department of Toxic Substances Control (DTSC), the State Department of Health Services, the SWRCB, and the California Integrated Waste Management Board to compile and annually update lists of hazardous waste sites and land designated as hazardous waste property throughout the state.

California Environmental Protection Agency’s (CalEPA’s) Cortese List Data Resources records were reviewed to help determine whether hazardous materials have been handled, stored, or generated on the Project Site or the adjacent properties and businesses (CalEPA 2025). The list, although covering the requirements of Section 65962.5, has always been incomplete because it does not indicate if a specific site was at one time included in the abandoned site program.

The list is a compilation of the following five separate websites:

1. DTSC’s EnviroStor – identifies waste or hazardous substances sites.
2. SWRCB’s GeoTracker – identifies underground storage tanks for which an unauthorized release report was filed, cleanup sites, and all solid waste disposal facilities from which there is a mitigation of hazardous waste for which a regional board has notified DTSC.
3. A PDF of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit.
4. A list of cease-and-desist orders and clean up and abatement orders.
5. A list of hazardous waste facilities subject to corrective action.

DTSC’s EnviroStor indicated that that Project Site was not identified as a hazardous waste or substances site (DTSC 2025).

GeoTracker did not identify any underground storage tank for which an unauthorized release report was filed, a cleanup site, or a solid waste disposal facility from which there is a mitigation of hazardous waste for which a regional board has notified DTSC on the site (SWRCB 2025).

A list of solid waste disposal sites with waste constitutes above hazardous waste levels outside the waste management unit was also checked. No records were listed.

The list of cease-and-desist orders and clean up and abatement orders did not include the Project Site.

The list of hazardous facilities subject to corrective action does not include the Project Site.

As the Proposed Project is not listed on one of the five websites provided to fulfill the Cortese List, the Proposed Project would not create a significant hazard to the public or the environment. There are no hazardous waste facilities and sites with known contamination, or sites where there may be reasons to investigate further located on the Project Site or in its vicinity.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project Site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Los Angeles County Airport Land Use Commission has adopted an Airport Environs Land Use Plan for Los Angeles County airports, including Long Beach Airport. The Project Site is located approximately 2 miles northeast of Long Beach Airport and is not within the Airport Influence Area or Planning Boundary (County of Los Angeles 1991). The Proposed Project would not include the construction of habitable structures or other structures that could pose a safety hazard. As such, the Proposed Project would not result in safety hazards for people residing or working in the Project Site. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The City of Lakewood maintains a Hazard Mitigation Plan that provides direction and guidance for officials and citizens in the event of emergency (City of Lakewood 2018). It serves as a guide for the community and the general public in understanding the hazards facing the community and how to reduce the impacts of those hazards. The plan discusses hazards including earthquakes, floods, climate change, and disease.

The Project Site is located in a highly urbanized area of Lakewood. The areas immediately to the north, east, south, and west of the Proposed Project Site comprise of existing roadways, City Hall, commercial businesses, single-family residences, and multifamily residences. While it is expected that the majority of construction activities for the Project would be confined on-site, short-term construction activities may temporarily affect access on portions of adjacent streets during certain periods of the day.

Construction-related traffic could result in increased travel time due to flagging or traffic to accommodate trucks entering and exiting the Project Site during construction. However, the impact of such construction activity would be temporary and on an intermittent basis. Further, a Construction Management Plan would be prepared to minimize disruptions to through traffic flow, maintain emergency vehicle access to the park and neighboring land uses, and schedule worker and construction equipment delivery to avoid peak traffic hours. As a component of the Construction Management Plan, the times of day and locations of all temporary lane closures would be coordinated so that they do not occur during peak periods of traffic congestion, to the extent feasible. Truck routes for material and equipment deliveries, as well as for soil or waste export and disposal, would require approval by the City of Lakewood Public Works prior to construction activities. The Construction Management Plan would be prepared for review and approval prior to commencement of any construction activity. These practices, as well as techniques typically employed by emergency vehicles to clear or circumvent traffic (i.e., lights and sirens), are expected to limit the potential for significant delays in emergency response times during Project construction. As such, construction is not expected to result in inadequate emergency access.

Emergency access to the Project Site and surrounding area would continue to be provided at-grade from Clark Avenue, similar to existing conditions. Subject to review and approval of site access and circulation plans by the Los Angeles County Fire Authority, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. Since the Project would not cause significant impediments along any designated emergency evacuation routes, and the proposed use would not impair implementation of the City’s emergency response plan, the Project would have a less than significant impact with respect to these issues and no mitigation measures are required.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project Site is located in Lakewood within an urbanized neighborhood. The areas immediately to the north, east, south, and west of the Project Site comprise existing roadways, City Hall, commercial businesses, and multifamily and single-family residences. No wildlands are present in the City or the Project Site. Therefore, the Project would not expose people or structures to a significant risk involving wildland fires. No impact would occur.

4.9.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

Responsibility for the protection of surface water and ground water quality in California rests primarily with the SWRCB and nine Regional Water Quality Control Boards. The City of Lakewood is under the jurisdiction of the LARWQCB. The City of Lakewood relies on groundwater pumped from the adjudicated Central Groundwater Basin. The City is a member agency of Central Basin Municipal Water District, a wholesale water agency.

The Project Site is located within the Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin (Groundwater Basin Number 4-11.04). The Central Subbasin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin, approximately 277 square miles. The Central Basin was adjudicated in 1965 and the California Department of Water Resources (DWR) was appointed Watermaster.

This basin is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by emergent Tertiary rocks of the Elysian, Repetto, Merced, and Puente Hills. The southeast boundary between Central Basin and Orange County Groundwater Basin roughly follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean. Average precipitation throughout the subbasin ranges from 11 to 13 inches (City of Lakewood 2021).

4.10.1.2 Existing Site Hydrology and Onsite Drainage

The elevation of the Project Site is approximately 50 feet above mean sea level. Stormwater drainage in the area primarily consists of overland flow over the ground and roadway surfaces that concentrate in gutters along Clark Avenue, Del Amo Boulevard, and Civic Center Drive. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 06037C1960F, the Project Site is located within Zone X – Area With Reduced Flood Risk Due to Levee (FEMA 2008).

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The Project Site is located within the jurisdiction of the LARWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (i.e., water quality objectives). Water quality standards for all ground and surface waters overseen by the LARWQCB are documented in the Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan; LARWQCB 2014). The Basin Plan contains the water quality regulations for coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line, and programs to implement those regulations. Water quality standards are attained when designated beneficial uses are achieved and water quality objectives are being met. The regulatory program of the LARWQCB is designed to minimize and control discharges to surface and ground water within the region, largely through permitting, such that water quality standards are effectively attained.

Construction would require ground disturbing activities such as grading and trenching, that have the potential to result in soil erosion or the loss of topsoil. During construction of the Proposed Project, water quality impacts could occur without proper controls. Soils loosened during grading, as well as spills of fluids or fuels from vehicles and equipment, if mobilized or transported offsite in overland flow, have the potential to degrade water quality. The Project would have a total disturbance area of approximately 4.3 acres and thus would be subject to coverage under the SWRCB Construction General Permit. The Project would implement construction stormwater management improvements and practices consistent with mandated Stormwater Pollution Prevention Plan (SWPPP) requirements as outlined under the National Pollutant Discharge Elimination System (NPDES) General Permit.

During operation, the Proposed Project would not generate runoff that could substantially degrade surface or groundwater quality. The Project includes pervious surfaces like decomposed granite and irrigated landscape, and impervious surfaces like concrete sidewalks and paving. The Project Site would direct surface runoff to natural bioswales for infiltration into the ground. Because the Project would comply with current regulations to limit erosion-related water quality impacts during construction and operation, there would be a less than significant impact.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The Sustainable Groundwater Management Act (SGMA) applies to all California Groundwater Basins and requires that high-and medium-priority groundwater basins form Groundwater Sustainability Agencies and be managed in accordance with locally developed Groundwater Sustainability Plans or Alternative

Plans (DWR 2019). The Proposed Project falls within the Coastal Plain of Los Angeles Groundwater Basin, Central Subbasin (Groundwater Basin Number 4-11.04). The Central Subbasin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin, approximately 277 square miles. The Central Basin was adjudicated in 1965, and DWR was appointed Watermaster. DWR under the SGMA defines the basin as a very low priority basin (DWR 2019).

The level of increase in impervious surfaces at the Project Site is not anticipated to affect the supplies derived from local groundwater wells. Water consumption at the Project Site would be limited to landscaping, drinking fountains, and restrooms. The Project water usage is unlikely to significantly affect water supplies, including groundwater supplies. In addition, the Project would minimize water usage by installing drought tolerant landscaping. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a substantive net deficit in aquifer volume or a lowering of the local groundwater table level. The impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Less Than Significant Impact.

The Project Site is partially developed and relatively flat, with elevations at approximately 50 feet above mean sea level. Stormwater drainage in the area primarily consists of overland flow over the ground and roadway surfaces that concentrate in gutters along Clark Avenue, Del Amo Boulevard, and Civic Center Drive. According to FEMA Flood Insurance Rate Map 06037C1960F, the Project Site is located within Zone X – Area With Reduced Flood Risk Due to Levee (FEMA 2008). Drainage facilities would direct surface runoff to existing gutters and natural bioswales for infiltration into the ground. As such, the Proposed

Project would not significantly increase the rate or amount of surface runoff, nor would it impede or redirect flood flows.

The Proposed Project would require grading and tree/vegetation removal for construction of the plaza facilities. The Project would have a total disturbance area of approximately 4.3 acres and would be subject to coverage under the SWRCB NPDES General Permit. Surfaces would include landscape and hardscape once construction is complete. Drainage facilities including bioswales and bio-retention facilities would ensure there is no long-term erosion. Because the Project would comply with current regulations to limit erosion-related water quality impacts during and after construction, there would be a less than significant impact.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

A *seiche* is a standing wave in an enclosed or partially enclosed body of water. Seiches and seiche-related phenomena have been observed on lakes, reservoirs, swimming pools, bays, and seas. The key requirement for formation of a seiche is that the body of water be at least partially bounded, allowing the formation of the standing wave. The City of Lakewood is not subject to seiche because no significant water bodies exist within the community.

A *tsunami* is a great sea wave, commonly referred to as a *tidal wave*, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The City is not subject to tsunamis because it is located inland. The Project Site is located more than six miles inland from the Pacific Ocean coastline and is therefore not subject to a tsunami.

According to FEMA, the Project Site is located within Zone X, which is not subject to 100-year floods. The nature of the Project (constructing a civic plaza and park) would have a minimal prospect of releasing pollutants due to inundation. The Project is also not located within a dam inundation zone according to the DWR Division of Safety of Dams (DWR 2024). No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Water quality standards for all ground and surface waters overseen by the LARWQCB are documented in the Basin Plan (LARWQCB 2014). Water quality standards are attained when designated beneficial uses are

achieved and water quality objectives are being met. The regulatory program of the LARWQCB is designed to minimize and control discharges to surface and ground water within the region, largely through permitting, such that water quality standards are effectively attained. Surfaces would be constructed and maintained to ensure there is no long-term erosion. As such, the Proposed Project would not obstruct the implementation of a water quality control plan or groundwater management plan. Because the Project would comply with current regulations to limit erosion-related water quality impacts during and after construction, there would be a less than significant impact.

4.10.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 Regional Setting

The City of Lakewood is located in the greater Los Angeles metropolitan area. Lakewood is a fully urbanized City, 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'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.

4.11.1.2 Local Setting

The approximately 4.3-acre Project Site is located near the northeast corner of Clark Avenue and Del Amo Boulevard in the City of Lakewood, Los Angeles County, California (Figures 1 and 2). The Project Site is immediately bound by a public library and Lakewood City Hall to the north; Civic Center Way and residential homes to the east; Del Amo Boulevard, Saint Anthony High School and residential to the south; and Clark Avenue and an Albertson's grocery store to the west. The elevation of the Project Site is approximately 50 feet above mean sea level.

The Project Site consists of an asphalt-covered parking lot and an unfenced, vacant lot covered with dirt and gravel. The paved portions of the Project Site are used by the public library and civic center patrons for parking, and the unpaved portions of the Project Site are used for the Lakewood Farmer's Market. Ornamental landscaping is present on the street medians and in the surrounding neighborhood.

The Project is located on parcels zoned for Commercial (C) use (City of Lakewood 2011a, 2011b). The site is located on the currently vacant southern portion of the Lakewood Civic Center property, which shares a parking lot with the Iacoboni Library, The Centre at Sycamore Plaza event center, and Lakewood City Hall.

A portion of the site’s parking lot is currently being used to host the Lakewood Farmers Market on Saturdays from 8:00 a.m. to 1:00 p.m.

The City’s General Plan Land Use Element serves to preserve and enhance Lakewood’s desirable residential character while providing a commercial component for the convenience and enjoyment of residents. Lakewood is primarily a “bedroom community” with most of its land devoted to residential uses and only a very small percentage of land area zoned for commercial, industrial, and other land uses.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project involves the construction of a civic center plaza on infill parcels that include a vacant gravel lot and parking lot. Implementation of the Proposed Project would not physically divide an established community. No significant impacts would occur because of the Proposed Project. No mitigation measures are required.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

In July 2025, the Lakewood City Council adopted the Parks, Recreation & Community Services Long-Range Plan. The Plan serves as a strategic blueprint for the development, enhancement, and management of the City’s parks, trails, recreation facilities, programs, events, and services over the next decade (City of Lakewood 2025a). The Plan will guide decision-making and investment in parks and recreation over the next 10 years to ultimately meet the needs of diverse populations, improve quality of life, and foster a sustainable community. The proposed park and civic plaza would provide recreational opportunities for the surrounding neighborhoods and would be consistent with City goals, including the Long-Range Plan. Implementation of the Proposed Project would be consistent with the land use goals of the City’s General Plan, as it supports and improves the character and integrity of the neighborhood and quality of life. Development and operation of a civic plaza and park would be compatible with the surrounding residential uses and no significant environmental impacts are anticipated. No adverse impact would occur, and no mitigation measures are required.

4.11.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Movable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Project Site. The Surface Mining and Reclamation Act (SMARA) of 1975 states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

- MRZ-1: Areas of no mineral resource significance
- MRZ-2: Areas of identified mineral resource significance
- MRZ-3: Areas of undetermined mineral resource significance
- MRZ-4: Areas of unknown mineral resource significance

At present, there are no mineral extraction activities in the City of Lakewood. The nearest Areas of Regional Significance are near San Gabriel River, Eaton Wash, Devils Gate, and the Palos Verdes Areas of the San Gabriel Valley Region (DOC 2018). These sectors contain sand and gravel deposits which provide a source of construction aggregate for the region's future need.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The City does not have significant mineral resources and there are no mineral extraction activities in the City. Given that Project does not have mineral resource sectors and no active or inactive mines, implementation of the Project would not cause a loss of availability of known mineral resources. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

No mineral resource sectors or mines are in the City of Lakewood. Given that Project does not have mineral resource sectors and no active or inactive mines, implementation of the Project would not cause a loss of availability of known mineral resources. No impact would occur.

4.12.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.13 Noise

4.13.1 Noise Fundamentals

4.13.1.1 Noise Descriptors

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the Equivalent Noise Level (L_{eq}) and the Day-Night Average Noise Level/Community Noise Equivalent Level ($L_{dn}/CNEL$). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

- L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{dn} is a 24-hour average L_{eq} with a 10-A-weighted decibels (dBA) "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The

logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .

- *CNEL* is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 p.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

4.13.1.2 Sound Propagation and Attenuation

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 decibels (dB) for each doubling of distance from a stationary or point source (Federal Highway Administration [FHWA] 2017a). Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2017a). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2017a).

Noise levels may also be reduced by intervening structures; generally, a single row of detached buildings between the receptor and the noise source reduces the noise level by about five dBA (FHWA 2006), while a solid wall or berm generally reduces noise levels by 5 to 10 dBA (FHWA 2017b). According to the FHWA (2017b), noise barriers can reduce noise levels by 15 dBA in certain instances, yet this level of noise reduction is very difficult to achieve. To achieve the most potent noise-reducing effect, a noise enclosure/barrier must physically fit in the available space, must completely break the "line of sight" between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source and extend lengthwise and vertically as far as feasibly possible to be most effective. The limiting factor for a noise barrier is not the component of noise transmitted through the material, but rather the amount of noise flanking around and over the barrier. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver.

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. 2006).

4.13.1.3 Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and

contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.
- A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

4.13.1.4 Noise Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest noise-sensitive receptors to the Project Site are single-family residences directly adjacent to the eastern Project boundary, fronting Fidler Avenue. Additionally, there are single-family residences and Saint Anthony High School south of the Project Site across Del Amo Boulevard.

4.13.1.5 Vibration Sources and Characteristics

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through Peak Particle Velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal,

respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual’s sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.1.6 Existing Ambient Noise Environment

In order to quantify existing ambient noise levels in the Project Site, ECORP conducted four short-term (15-minutes) noise measurements on the morning of December 17, 2024 (ECORP 2024e; Appendix F). The 15-minute measurements were taken between 10:10 a.m. and 11:20 a.m. These short-term noise measurements are representative of typical existing noise exposure within and immediately adjacent to the Project Site during the daytime. The average noise levels at each location are listed in Table 4.13-1.

Table 4.13-1. Existing (Baseline) Noise Measurements					
Location Number	Location	Leq dBA	L_{min} dBA	L_{max} dBA	Time
1	Southern corner of Clark Road and Del Amo Boulevard.	68.8	53.0	85.3	10:10 a.m.–10:25 a.m.
2	Intersection south of Del Amo Boulevard and west of Fidler Avenue.	69.8	56.8	82.0	10:28 a.m.–10:43 a.m.
3	East of Civic Center Way and approximately 180 feet north of Del Amo Boulevard.	59.8	46.9	74.5	10:47 a.m.–11:02 a.m.
4	East of Civic Center Way approximately 100 feet north of Del Amo Boulevard.	61.1	43.6	78.4	11:05 a.m.–11:20 a.m.

Notes: dBA = A-weighted decibels

L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. L_{min} is the minimum noise level during the measurement period and L_{max} is the maximum noise level during the measurement period.

Source: Measurements were taken by ECORP Consulting, Inc. with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See Appendix F for noise measurement outputs.

As shown, the ambient recorded noise levels range from 59.8 to 69.8 dBA L_{eq} over the course of the four short-term noise measurements taken in the Project vicinity. The most common noise in the Project vicinity is produced by automotive vehicles (e.g., cars, trucks, buses, motorcycles) on area roadways such as Clark Avenue and Del Amo Boulevard.

4.13.2 Noise (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

4.13.2.1 Onsite Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generation would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearest noise sensitive receptor to the Project Site are single-family residences located adjacent to the eastern boundary of the Project Site across Civic Center Way. Additionally, there are single-family residences and Saint Anthony High School south of the Project Site across Del Amo Boulevard. Section 8019 of the City’s Municipal Code allows construction between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday and between the hours of 9:00 a.m. and 7:00 p.m. on Sundays.

The Fifth District of Appeal decision held that the use of an absolute noise threshold for evaluating all ambient noise impacts violated CEQA because it did not provide a “complete picture” of the noise impacts that may result from implementation of the ordinance. As such, the Proposed Project’s construction noise is estimated and then added to the noise levels recorded at the nearest residential receptors to the east of the Project Site (Measurement 3) as determined by the baseline noise survey conducted by ECorp (see Table 4.13-1). As previously described, the dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. For example, a 65-dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by three dB). Additionally, when combining two separate sources where one of the noise sources is 10 dB or more greater than the other noise source, the noise contribution of the quieter source is virtually obscured by the louder source.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors and in order to evaluate the potential adverse effects from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by the National Institute for Occupational Safety and Health (NIOSH). The NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for construction noise at the nearby sensitive receptors.

It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout a Project Site and at various distances from sensitive receptors. Therefore, this analysis employs Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment simultaneously from the center of the Project Site (FTA 2018), which in this case is approximately 250 feet from the nearest residence east of the Project Site. The anticipated short-term construction noise levels generated for the necessary equipment for each phase of construction are presented in Table 4.13-2.

Table 4.13-2. Construction Average (dBA) Noise Levels at Nearest Receptors				
Construction Phase	Ambient Noise Level at Nearest Sensitive Receptor (dBA L_{eq})	Existing Ambient Noise + Exterior Construction Noise Level @ Closest Noise Sensitive Receptor (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Demolition	59.8	72.7	85	No
Site Preparation		73.8	85	No
Grading		73.5	85	No
Building Construction, Paving & Architectural Coating		75.9	85	No

Notes: CalEEMod = California Emissions Estimator Model; dBA = A-weighted decibels; FHWA = Federal Highway Administration; FTA = Federal Transit Administration
 L_{eq} = the equivalent energy noise level; it is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
 The ambient noise level of 59.8 dBA was recorded at the nearest sensitive receptor to the Project Site (Measurement 3) on December 17, 2024, and identified in Table 4.13-1.
 Construction equipment used during construction derived from CalEEMod. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the Project Site (FTA 2018), which is 250 feet from the nearest sensitive receptor.

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix F for Model Data Outputs.

As shown in Table 4.13-2, the Project’s contribution of construction noise combined with the ambient noise environment would not exceed the 85 dBA NIOSH construction noise threshold during any phase of construction at the nearest noise-sensitive receptors. Project construction noise would be less than significant.

4.13.2.2 Operational Onsite Noise

The Project proposes to develop the Site to accommodate community gatherings, farmers markets, special events, and similar public uses. The City of Lakewood’s General Plan and Municipal Code do not establish quantitative noise standards for stationary noise sources such as those that would be generated by Project-related activities. As such, there are no applicable local noise thresholds against which to evaluate operational noise from events held on the Project Site.

It is also important to note that the Project Site is already used for similar community events, and the Project would primarily increase the frequency and organization of those events rather than introduce a new or substantially different noise source. Furthermore, pursuant to City of Lakewood Ordinance 2011-3,

the Project Site is designated and preserved for this type of public use, and the proposed activities are considered permitted uses. However, operational noise is discussed below for transparency.

Table 4.13-3 presents the predicted Project-related noise levels modeled using the methodology described above. In addition, a noise contour graphic (see Figure 5) has been prepared to visually depict the predicted noise levels throughout the Project Site resulting from events held on the Project Site.

Table 4.13-3. Modeled Noise Levels	
Location	Calculated Noise Levels (dBA)
#1: Residence East of Project Site	58.7
#2: Residence East of Project Site	57.4
#3: Residence East of Project Site	57.2
#4: Residence East of Project Site	55.1
#5: Residence Southeast of Project Site	50.0
#6: Residence Southeast of Project Site	57.2
#7: High School Baseball Field	59.4
#8: Residence Southwest of Project Site	57.3
#9: Residence Southwest of Project Site	53.7

Notes: dBA = A-weighted decibels

A seven-foot-tall masonry wall was modeled traversing the eastern residential property line. A reference noise level of 84.0 dBA was used in this analysis. See Figure 5.

Source: SoundPLAN v 9.1. Refer to Appendix F for Model Data Outputs.

As shown in Table 4.13-3 and Figure 5, modeled noise levels at the nearest receptors in the Project Site range from 50.0 dBA to 59.4 dBA. These results reflect a conservative, worst-case scenario modeled in SoundPLAN using reference noise levels measured during the City’s Concert in the Park, which included amplified music and an audience of approximately 1,000 attendees. It should be noted that not all events held on the Project Site are expected to include amplified music or attract crowds of that size.

Furthermore, as shown in Table 4.13-2, existing ambient noise levels in the Project Site (59.8 to 69.8 dBA L_{eq}) exceed those predicted under the modeled scenario, indicating that the Project is not anticipated to substantially increase noise levels relative to existing conditions.

Therefore, the Project would result in no impact related to operational noise.

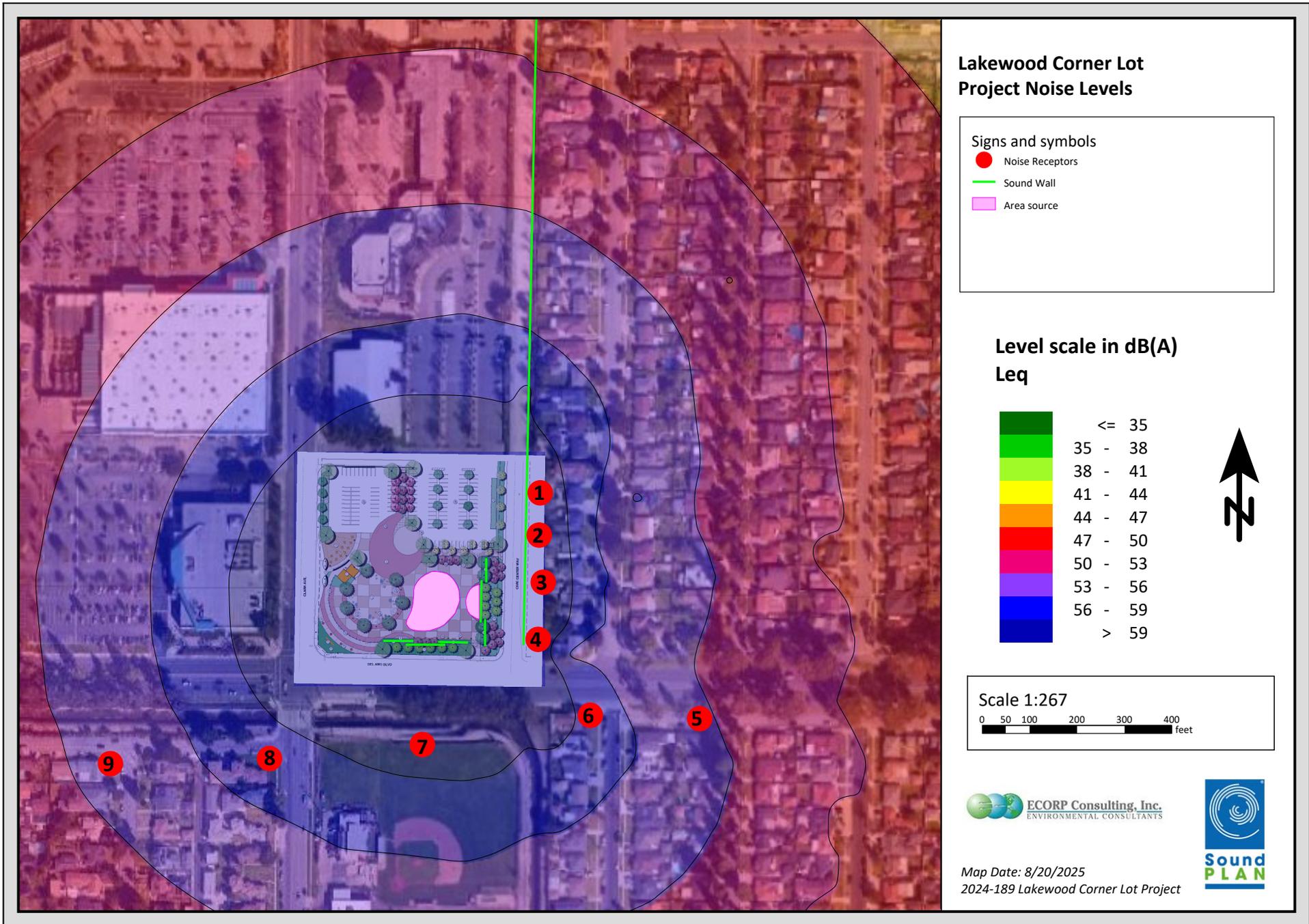


Figure 5. Operational Noise Model
2024-189 Lakewood Corner Lot Project

4.13.2.3 Operational Traffic Noise

Project operations would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the Project Site. According to the *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (Caltrans 2013), doubling of traffic on a roadway is necessary to result in an increase of 3 dB (a barely perceptible increase, as previously described). Per the Transportation Evaluation prepared by RK Engineering Group, Inc. (2025; Appendix G), the Project is anticipated to generate 91 daily trips during typical weekday operations. The Project Site currently hosts the Lakewood Farmers Market, which generates 876 trips on Saturdays and is anticipated to operate in a similar capacity upon completion of the Project. Additionally, the Project is expected to host annual special events, such as the Fourth of July Block Party which is anticipated to generate 14,400 trips, the Pan Am Festival which is anticipated to generate 10,080 trips, and the Christmas Tree Lighting which is anticipated to generate 4,680 trips, which will generate the most vehicle trips but occur only once per year for a few days or hours each. According to the City of Lakewood Census (2024), the roadway segment on Del Amo Boulevard between Clark Avenue and Bellflower Avenue, which traverses the Project Site, accommodates 38,300 daily vehicle trips. The Project would not result in a doubling of traffic; thus, its contribution to existing traffic noise would not be perceptible. Traffic noise as a result of Project operations would be less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

4.13.2.4 Construction Vibration Analysis

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-4.

Table 4.13-4. Representative Vibration Source Levels for Construction Equipment	
Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Loaded Trucks	0.076
Hoe Ram	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: Federal Transit Administration 2018

The City of Lakewood does not regulate vibration associated with construction. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, Caltrans’s recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings (Caltrans 2020). The nearest offsite structure of concern to the construction site, with regard to groundborne vibrations, is a single-family residence located approximately 50 feet from the Project’s eastern boundary.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-4 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-5 presents the expected Project-related vibration levels at a distance of 50 feet.

Table 4.13-5. Construction Vibration Levels at 50 Feet							
Receiver PPV Levels (in/sec)*					Peak Vibration	Threshold	Exceed Threshold
Large Bulldozer, Caisson Drilling, & Hoe Ram	Loaded Trucks	Jackhammer	Pile Driver	Vibratory Roller			
0.03	0.02	0.01	0.06	0.07	0.07	0.3	No

Notes: in/sec = inches per second; PPV = Peak Particle Velocity

*Based on the Vibration Source Levels of Construction Equipment included on Table 4.13-5 (Federal Transit Administration 2018). Distance to the nearest structure of concern is approximately 50 feet measured from Project Site eastern boundary.

As shown in Table 4.13-5, vibration resulting from construction activities would not exceed 0.3 PPV. Thus, Project construction would not exceed the recommended threshold. This impact is less than significant.

4.13.2.5 Operational Vibration Impacts

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Therefore, the Project would not result groundborne vibration impacts during operations. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project Site to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The nearest airport to the Project Site is Long Beach Airport, located approximately 2.3 miles south. The Project Site is located more than two miles from any public or private airport or airstrip; it is not located within an airport land use plan or within the vicinity of a private airstrip. Therefore, the Project would have no impact related to airport noise exposure.

4.13.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The Proposed Project would add a new civic center plaza to a combination of vacant and developed lots. The Proposed Project does not propose the construction of new housing, businesses, or extended infrastructure and therefore is not anticipated to directly or indirectly induce population growth in the area. Upon completion, the new park amenities would be maintained by existing City staff.

As such, the Proposed Project is not expected to generate a substantial permanent increase in employment opportunities in the area capable of inducing population growth. A less than significant impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project involves construction an approximately 4.3-acre park with a stage/performance area and a parking lot. As described above, no people live on the property under existing conditions. Accordingly, implementation of the Proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. No impact would occur.

4.14.2 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Police Services

Police protection services are provided to the City and Project Site by the Los Angeles County Sheriff's Department (LACSD). The City of Lakewood Public Safety Department supports and enhances these contracted services. Lakewood Sheriff's Station is responsible for the standard law enforcement duties, including responding to emergency and crime-in-progress calls, investigating crimes, and patrols to maintain public safety. Additionally, Public Safety Officers are civilian employees of the city (not sworn deputies) who help with many non-emergency duties. The closest station to the Project Site is the Lakewood Sheriff Department Station, located approximately 0.2 mile north of the Project Site at 5130 Clark Avenue.

4.15.1.2 Fire Services

The City contracts fire department services with the Los Angeles County Fire Department (LACFD), which fulfills both fire protection and emergency medical responsibilities. The LACFD operates at Station 45 at 4020 Candlewood Street, Station 122 at 2600 Greenmeadow Road, and Station 94 at 6421 Turnergrove Drive within the City of Lakewood.

4.15.1.3 Schools

The City of Lakewood is served by four public school districts, as well as private and charter school institutions. Long Beach Unified School District is the largest district serving Lakewood, followed by Bellflower Unified School District, ABC Unified School District, and Paramount Unified School District. The Project Site is serviced by Long Beach Unified School District.

4.15.1.4 Parks

The City of Lakewood Recreation and Community Services Department is responsible for delivering a variety of services to the community that include recreation programs, parks, libraries, and more than 160 acres of recreational open space. Recreation programs occur at 10 major parks, and human service programs operate at three community service centers. These include youth and adult sports leagues, arts and enrichment classes, adaptive recreation, fitness programs, and cultural workshops. Additionally, the City hosts a variety of annual special events and cultural celebrations such as Summer Concerts in the Park, Civic Center Block Party, Pan Am Fiesta, Christmas Tree Lighting, and Veterans Day ceremonies.

4.15.1.5 Other Public Facilities

Lakewood is home to two Los Angeles County libraries. The Angelo M. Iacoboni Library is a regional-sized facility at over 21,000 square feet, located in the Lakewood Civic Center at 4990 Clark Avenue. George Nye, Jr. Library encompasses 7,100 square feet and is located at 6600 Del Amo Boulevard (City of Lakewood 2025b).

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

v) Other Public Facilities?

4.15.2.1 Fire Protection

Less Than Significant Impact.

The Project does not propose constructing residences and would not directly increase the population in the area. The Proposed Project is an expansion and relocation of the existing recreational opportunities and events, and would not necessitate substantial additional services from the Fire Department, particularly considering the code-compliant design of the new facilities. The Project comprises infill urban development that is consistent with General Plan and Zoning of the site, within an area already served by fire protection/emergency response services. Therefore, the Proposed Project is anticipated to have a less than significant effect on fire services.

4.15.2.2 Police Protection

Less Than Significant Impact.

The Project does not propose constructing residences and would not directly increase the population in the area. The Proposed Project is an expansion of existing City events and recreational opportunities, and would not result in a requirement for additional deputies, nor would it alter the local deputy to population ratio. Furthermore, no significant change in the LACSD response time is anticipated with the construction or operation of the Proposed Project. The Project comprises infill urban redevelopment that is consistent with General Plan and Zoning of the site, within an area already served by police protection services.

The Project’s incremental demands for police protection services are diminished through compliance with City and Sheriff Department site and building safety/security design and construction requirements. The Project is required to comply with agency-specific criteria identified through the City’s final site plan and plan check/building permit review processes. Compliance with these requirements reduces potential demands for, and impacts on, police protection services. Therefore, the Proposed Project is anticipated to have a less than significant effect on police protection.

4.15.2.3 Schools

No Impact.

The Proposed Project is a recreational facility. The Project does not contain a residential component and would not generate any new students. Therefore, the Project would not physically impact schools by causing the need for altered or additional facilities. No impact would occur.

4.15.2.4 Parks

Less Than Significant Impact.

The Proposed Project is itself a recreational facility. The Project would contribute to meeting the demand for local recreation services in the Project Site and would, therefore, have a beneficial effect on public park

and recreational opportunities. Please see Section 4.16 *Recreation*, below, for further details. Impacts would be less than significant.

4.15.2.5 Other Public Facilities

No Impact.

The Proposed Project would not cause the need for any new or physically altered public facilities. It would provide new facilities for public events and recreational use. No impact would occur.

4.15.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

The City of Lakewood Recreation and Community Services Department is responsible for delivering a variety of services to the community that includes recreation programs, parks, libraries, and more than 160 acres of recreational open space. Recreation programs occur at 10 major parks, and human service programs operate at three community service centers. These include youth and adult sports leagues, arts and enrichment classes, adaptive recreation, fitness programs, and cultural workshops. Additionally, the City hosts a variety of annual special events and cultural celebrations such as Summer Concerts in the Park, Civic Center Block Party, Pan Am Fiesta, Christmas Tree Lighting, and Veterans Day ceremonies.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would provide additional recreational opportunities to the surrounding neighborhoods and would relieve use pressures for parks outside of the neighborhood. As discussed above, the City’s Parks, Recreation & Community Services Long-Range Plan serves as a strategic blueprint for the development, enhancement, and management of the City’s parks, trails, recreation facilities, programs, events, and services over the next decade (City of Lakewood 2025a). The proposed park and civic plaza would provide recreational opportunities for the surrounding neighborhoods and would be consistent with City goals, including the Long-Range Plan. Implementation of the Proposed Project would be consistent with the land use goals of the City’s General Plan, as it supports and improves the character and integrity of the neighborhood and quality of life.

The Project would be designed with the goal of providing children and adults with a venue for both passive and active recreation, which would be a beneficial addition to the community. Therefore, Proposed Project would have no adverse effect on surrounding recreational facilities.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact with Mitigation Incorporated.

The Proposed Project includes construction of a civic center plaza. The Project would incorporate amenities such as a passive park (no playground equipment or sports fields), with a stage/performance area, and a parking lot. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this IS/MND. Impacts would be less than significant with mitigation as described in other sections of this IS/MND.

4.16.3 Mitigation Measures

Mitigation measures to address potentially significant impacts from park development are provided in the appropriate resource sections of this IS/MND. With implementation of these mitigation measures, impacts would be less than significant.

4.17 Transportation

4.17.1 Environmental Setting

The Project Site is located near the northeast corner of Clark Avenue and Del Amo Boulevard in the City of Lakewood. The Project Site is located on the currently vacant southern portion of the Lakewood Civic Center property, which shares a parking lot with the Iacoboni Library, The Centre at Sycamore Plaza event center, and Lakewood City Hall. A portion of the site’s parking lot is currently being used to host the Lakewood Farmers Market on Saturdays from 8 a.m. to 1 p.m.

RK Engineering Group, Inc. prepared a Trip Generation and Vehicle Miles Traveled (VMT) Screening Analysis and Special Event Transportation Demand Management Plan (RK Engineering Group, Inc. 2025; Appendix G). The purpose of this report is to evaluate whether the Proposed Project would significantly impact traffic operations and VMT, pursuant to the standards and requirements of the City of Lakewood and CEQA. This report also includes an observed trip generation and parking survey of the existing Lakewood Farmers Market on Saturday, October 12, 2024, to review current traffic and parking demand, and help estimate future operating conditions. A Special Event Traffic Management Plan (TMP) is provided to help reduce vehicular traffic and encourage multi-modal transportation.

The following traffic impact study guidelines and standards are used for assessing project impacts.

- City of Lakewood Transportation Engineering Design Standards, Updated March 2021: Defines trip generation screening thresholds for traffic studies, level of service criteria, and site design standards.
- Los Angeles County Public Works Transportation Impact Analysis Guidelines, July 23, 2020: Establishes VMT screening criteria, analysis methodology, and significant impact thresholds for CEQA purposes.

The Project is primarily guided by the following transportation-related programs and plans, including the Lakewood General Plan Circulation Element (City of Lakewood 1996). The focus of the Circulation Element is to promote the efficient movement of people and goods. Accordingly, Lakewood continues to make improvements to its system of streets and roadways as it carries out the goals of the Circulation Element. There are 200 miles of streets in the City.

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The City of Lakewood Transportation Engineering Design Standards establish screening criteria to determine when a full Traffic Impact Study (TIS) is required for evaluating Level of Service (LOS) impacts associated with new development projects. Similarly, the County of Los Angeles has developed screening criteria for VMT impacts in accordance with CEQA. The traffic report evaluates the Proposed Project’s trip generation and assesses its eligibility to screen out from both a TIS for LOS impacts and a VMT analysis under CEQA.

4.17.2.1 Typical Weekday Project Trip Generation

Based on the Institute of Transportation Engineers trip generation rates in Table 2-1 of Appendix G, the Proposed Project is forecast to generate approximately 91 daily weekday trips, which include approximately 13 Morning (AM) peak hour trips and 23 Evening (PM) peak hour trips.

The City of Lakewood Transportation Engineering Design Standards state that a written traffic study shall be required for proposed developments with trip generation anticipated to exceed 50 vehicles during any peak hour. As shown in Table 4-1 of Appendix G, the Project is not expected to generate more than 50 trips during the typical weekday AM and PM peak periods. Therefore, a full traffic impact study is not required to analyze level of service impacts for the Project’s typical weekday operations.

4.17.2.2 Lakewood Farmers Market Trip Generation

The results of the trip generation survey show that a total of 876 one-way trips were generated by the farmers market on Saturday, October 12, 2024. This includes 439 vehicles entering the site and 437 vehicles exiting the site. The peak hour of the generator was observed from 10:15 a.m. to 11:15 a.m. when a total of 117 vehicles entered the site and 110 vehicles exited the site, for a total of 227 trips made during the peak hour of the generator.

Access to the farmers market will remain unchanged, utilizing the one (1) existing full access driveway on Clark Avenue and two (2) existing full access driveways on Civic Center Way. The farmers market will also continue to operate outside of the typical weekday peak commute periods when congestion is highest on the adjacent streets. Based on the observed traffic survey, the driveway operations and flow of traffic at the farmers market was adequate and no significant delays or queues were observed entering or exiting the site.

4.17.2.3 Special Event Trip Generation

Special event trip generation can be calculated by estimating the number of attendees and applying vehicle occupancy and mode split factors specific to the event type and location.

According to the FHWA, large recurring events, such as the proposed annual special events at the site, typically exhibit higher vehicle occupancy rates compared to daily activities, as attendees often travel in groups or families. These events, which are tied to specific venues and occur at regular intervals, are predictable in terms of attendance and traffic patterns.

The observed vehicle occupancy data from the farmers market shows an average vehicle occupancy of 1.59 persons per vehicle and a mode split of 90.9 percent trips made by driving and 9.1 percent of trips made by bicycling or walking.

However, for special events such as the Block Party, the Pan Am Festival, and the Christmas Tree Lighting, which are anticipated to attract a greater proportion of families and groups, a higher vehicle occupancy rate would be expected. Additionally, due to the community-oriented and celebratory nature of these events they will likely encourage increased multi-modal usage, such as walking, biking, transit and rideshare, particularly among nearby residents.

Consistent with the FHWA's Special Event Handbook, a rate of 2.5 persons per vehicle and 10 percent multi-modal trips are considered conservative estimates for purposes of estimating future trip generation from special events. These rates serve as a reasonable starting point for analyzing the transportation impacts of future special events at the Project Site. The Fourth of July Block Party is estimated to host 20,000 attendees and 7,200 vehicles. The Pan Am Festival is estimated to host 14,000 attendees and 5,040 vehicles. The Christmas Tree Lighting is estimated to host 6,500 attendees and 2,340 vehicles.

4.17.2.4 Pedestrian, Bicycle, and Transit Facilities

The Project Site is located in close proximity to Long Beach Transit Route 91 along Clark Avenue and Routes 91, 191, and 103 along Del Amo Boulevard. Both Clark Avenue and Del Amo Boulevard have paved sidewalks. No streets in the immediate vicinity contain designated bicycle lanes. Construction traffic would be temporary over the nine-month construction period, and these trips would cease upon completion of Project construction. All construction equipment would be staged on-site. The Proposed Project would not adversely affect the performance of these transit or non-motorized transportation facilities and would not conflict with any plans or policies relative to these transportation modes.

In order to minimize impacts to transportation during the Farmers Market and special events such as the Fourth of July and Christmas Tree Lighting, the City will implement a Special Event TMP. This TMP will serve as a flexible framework for addressing the increased vehicular traffic and parking demands associated with high-traffic events. It will outline strategies to accommodate the influx of vehicles, minimize congestion, and promote the use of alternative modes of transportation. This plan can be tailored to meet the specific needs of individual events, such as the Block Party, Pan Am Festival, and Christmas Tree Lighting. With the recommendations provided in the proposed TMP, the continued operation of the farmers market is not expected to conflict with a plan, ordinance or policy regarding the performance of the circulation system, considering all modes of transportation, including transit, roadway, bicycle, and pedestrian facilities. Additionally, the farmers market is not expected to cause significant hazards due to design features or result in inadequate emergency access. With implementation of Mitigation Measure TRANS-1, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

CEQA Guidelines Section 15064.3 subdivision (b) addresses the criteria for analyzing transportation impacts and establishes the VMT metric as the most appropriate measure of transportation impacts in a CEQA document. Local agencies are required to adopt VMT as a criterion in determining transportation impacts under CEQA. This adoption was required by SB 743 and the recent changes to Section 15064.3 of the CEQA Guidelines. VMT calculations provide a disclosure of regional impacts related to greenhouse gas production by motor vehicles.

The City of Lakewood has not adopted VMT analysis methodology standards or thresholds of significance for evaluating impacts under CEQA. As such, the traffic report utilizes the County of Los Angeles Public Works Transportation Impact Analysis Guidelines (VMT Guidelines), as guidance for analyzing and assessing project impacts (County of Los Angeles 2020).

The VMT Guidelines establish the following four (4) screening criteria for streamlining the VMT analysis process. Projects that meet at least one of the screening criteria may be presumed to result in a less than significant impact to VMT under CEQA.

1. *Non-Retail Project Trip Generation Screening Criteria:* A project that generates a net increase of less than 110 daily trips is assumed to have a less than significant VMT impact.
2. *Retail Project Site Plan Screening Criteria:* A project that contains a local serving retail use with 50,000 square feet of gross floor area or less is assumed to have less than significant VMT impact.
3. *Residential Land Use Based Screening Criteria:* A project that is 100% affordable housing is assumed to have a less than significant VMT impact.
4. *Proximity to Transit Based Screening Criteria:* A project that is located near a major transit stop or high-quality transit corridor, AND the following is true:
 - Project has a floor area ratio greater than 0.75;
 - Project does not provide more parking than required by the Code; and
 - Project is consistent the SCAG RTP/SCS.

Consistent with Screening Criteria #1 and #3, the Project is considered a local serving public facility that includes retail components, such as the Lakewood Farmers Market. By providing a centralized location for community activities and access to fresh, local goods, the Project encourages shorter trips within the neighborhood, reducing the need for residents to travel longer distances for similar services, thereby contributing to a reduction in VMT. Further, the Project generates 91 net daily trips during typical weekday conditions. As such, the Project would generate less than 110 net daily trips and is eligible for non-retail screening. Therefore, the Project is considered a local-serving use and is eligible for VMT screening.

As demonstrated, the Project successfully meets two key VMT screening criteria established by the VMT Guidelines. By satisfying these criteria, the Project is presumed to have a less than significant impact on VMT. Consequently, no additional VMT analysis is necessary, and no mitigation measures are required to address VMT impacts.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project does not propose hazardous design features and would maintain the existing site access via Clark Avenue and Civic Center Way. The Project Site access and circulation plans are subject to review and

approval by the LACFD. The Project proposes a civic center plaza and park with parking lots, and does not include incompatible uses such as farm equipment. No impact would occur.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Project would comply with all design requirements and standards of the building fire code. Emergency access to the plaza and surrounding area would continue to be provided similar to existing conditions. Emergency vehicles and fire access to the plaza would be provided at-grade from Clark Avenue and Civic Center Way. Subject to review and approval of site access and circulation plans by the LACFD, the Project would not impair implementation or physically interfere with adopted emergency response or emergency evacuation plans. Since the Project would not cause significant impediments along any designated emergency evacuation routes, and the proposed use would not impair implementation of the City’s emergency response plan, the Project would have a less than significant impact with respect to these issues and no mitigation measures are required.

4.17.3 Mitigation Measures

TRANS-1: Special Event Traffic Management Plan. The City shall prepare and implement a TMP for special events, which will identify the primary routes of travel to ensure efficient vehicle traffic movement and control between adjacent roadways and the Proposed Project. The plan will designate the routes for entry and exit, signage placement along these routes, temporary street closures and other special traffic management procedures, such as use of traffic control personnel to direct traffic at key intersections. The staffing levels and locations of law enforcement officers, including security, traffic, and parking personnel will also be identified to assist with the control of the roadways. Each TMP shall be tailored to the specific special event(s) and approved prior to the start of the event. The TMP will also identify potential off-site parking locations and ways to bring event-goers from there to the civic plaza.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

CEQA defines a TCR as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is either included or determined to be eligible for inclusion in the California Register of Historical Resources or a local historical register or determined by the lead agency to be to be one based on substantial evidence (PRC Section 20174[a]). A cultural landscape that meets this definition is a TCR to the extent that the landscape is geographically defined in terms of size

and scope (PRC Section 20174[b]). A historical resource or archeological resource that meets this definition might also be a TCR, if identified as such by a consulting tribe (PRC Section 20174[c]).

The following analysis of the potential environmental impacts related to TCRs is derived primarily from the following sources and agencies:

- Tribal consultation record between the City and culturally affiliated tribes under AB 52
- Records search information from the California Historical Resources Information System, as described in Section 4.5, *Cultural Resources*
- Numerous sources of scholarly ethnographic literature cited herein
- Cultural resources inventory report prepared by professionally qualified staff from ECORP (2024c; Appendix C)

4.18.1.1 Assembly Bill 52

AB 52 amended CEQA to require meaningful consultation with California Native American tribes on potential impacts on TCRs, as defined in Public Resources Code Section 21074. Under AB 52, the Lead Agency must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the Proposed Project, if the tribes have requested notification. The consultation process is intended to allow tribes to identify TCRs that may be affected by the Project and to recommend measures for avoidance or mitigation.

4.18.1.2 Summary of Consultation

A Sacred Lands File (SLF) search was conducted by the NAHC for the Project on October 7, 2024. The results of the SLF search indicated positive results. The NAHC recommended contacting the tribes listed below, which are associated with the Project Site. All tribal representatives identified by the NAHC were notified of the Project.

On October 23, 2024, Project notification letters with invitations to consult on the Project were sent by email with delivery confirmation to representatives of the 10 tribes on the NAHC contact list:

- Cahuilla Band of Indians
- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino - Tongva Tribe
- Juaneno Band of Mission Indians Acjachemen Nation - Belardes
- Juaneno Band of Mission Indians Acjachemen Nation 84A

- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

In accordance with PRC Section 21080.3.1(b)(2), the tribes were afforded 30 days to request consultation for AB 52 and the response window closed on November 21, 2024. Only one tribe requested consultation, as described below. The balance of the tribes did not request consultation.

The Gabrieleno Band of Mission Indians – Kizh Nation requested consultation in an email dated October 23, 2024. The City contacted the tribal office by email on November 15, 2024, and suggested several possible times to meet. The Tribe and City agreed to perform consultation via phone on January 23, 2025. The consultation call was canceled on January 21, 2025 due to natural disasters. On January 23, 2025 the City suggested email consultation for convenience purposes, to which the Tribe agreed.

The Tribe indicated that it has direct ancestral ties to the Project Site, and that a known TCR (which has been historically mis-mapped) exists within the Project Site. Because disclosure of information about TCRs is prohibited under state law, the nature of the TCR cannot be disclosed to the public; however, the City reviewed and considered all information provided by the Tribe. The Tribe requested construction monitoring and provided recommended mitigation measures to the City via email on February 27, 2025. On April 15, 2025 the City provided modified mitigation measures to the Tribe via email. On May 15, 2025, the Tribe responded via email to reject the modified mitigation measures. On June 13, 2025, the City provided a second set of modified mitigation measures via email. On July 17, 2025, the Tribe responded via email to reject the proposed modifications. On October 20, 2025 the City provided information from the site-specific geotechnical report documenting artificial fill at the site and a revised set of mitigation measures. The City did not receive any further emails from the Tribe.

The City determined that the tribe's requested modifications to the mitigation measure language, which included monitoring during the movement of *artificial fill*, did not meet the tests for significant nexus or rough proportionality. The City further concluded that its proposed mitigation measures, which include tribal monitoring in *non-fill (natural)* soil, was appropriate mitigation to lessen the impact to potentially undiscovered TCRs that would only be located beneath the fill, if present. Therefore, after a substantive and good faith effort to come to an agreement with the tribe, the City determined that mutual agreement on this portion of the mitigation could not be reached, and considered consultation concluded on **November X, 2025** pursuant to PRC Section 21080.3.2(b)(2). A discussion of the scope of monitoring and impacts is provided further below.

Because the City initiated consultation with all tribes that requested it, the threshold for release of the CEQA document for public review in PRC Section 21080.3.1(b) has been met. The City considers consultation with all consulting tribes concluded in good faith, as required by PRC Section 21082.3(d).

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

As described above, a cultural resources inventory failed to identify any listed or eligible for listing TCRs that may be adversely affected by the Proposed Project. However, a review of the NAHC SLF search was positive for recorded TCRs within the vicinity. Consultation under AB 52 led to information about the sensitivity of the area for TCRs that may be encountered during ground-disturbing activities.

Excavation and trenching during Project construction could result in the discovery of previously unknown buried TCRs, however. If encountered, Project activity could result in a substantial adverse change in the significance of a TCR and therefore a potentially significant impact. Tribal monitoring during ground-disturbing activities, coupled with procedures to identify, evaluate, and treat the discoveries, would ensure that TCRs, if encountered, are treated with care and in a culturally appropriate manner.

The City and Gabrieleno Band of Mission Indians – Kizh Nation consulted extensively on the scope of construction monitoring during ground-disturbing activities. In reviewing the Geotechnical Investigation report by Geocon (2024), the City noted that licensed professional engineers had determined that “artificial fill was encountered in our explorations to a maximum depth of 3 feet below existing ground surface. The artificial fill generally consists of brown sandy silt and can be characterized as slightly moist

and soft. The fill is likely the result of past grading or construction activities at the site” (Geocon 2024). Below the fill, Holocene-era alluvium was encountered. Because any buried TCRs would be within Holocene-era alluvium and not within the artificial fill material that overlies it, monitoring of ground disturbing activity would be limited to below 3 feet from existing ground. According to Geocon, “the limits of existing fill and/or soft soil removal will be verified by the Geocon representative during site grading activities,” thus providing a trigger for notification to the Tribe just prior to the need to excavate into Holocene alluvium.

Should any undiscovered TCRs be encountered during ground disturbing activities associated with Project construction, implementation of Mitigation Measures TCR-1, TCR-2, and TCR-3 would ensure that undiscovered TCRs are not adversely affected by Project-related construction activities. Implementation of these enforceable mitigation measures will reduce construction-related impacts to TCRs to less than significant with mitigation.

4.18.3 Mitigation Measures

TCR-1: Tribal Monitoring Agreement. Prior to the issuance of a Grading Permit or ground disturbing activities, the Project applicant/lead agency shall engage the Gabrieleno Band of Mission Indians – Kizh Nation in discussions to provide one (1) paid Native American Monitor to observe “ground-disturbing activity” for the Project. The scope of “ground-disturbing activity” that shall be subject to monitoring shall be limited to activities where ground disturbance exceeds a depth of 3-feet below the existing surface ground elevation. Monitoring shall not occur for at- or above-surface work. Should the Gabrieleno Band of Mission Indians – Kizh Nation not enter into an agreement for monitoring, the lead agency shall identify and retain a suitable replacement, which may include a monitor from another culturally affiliated tribe or a professional archaeologist to monitor on their behalf.

The Native American Monitor shall be invited to the Project pre-construction meeting for general construction and schedule information and shall be provided with at least 24-hours’ notice prior to the initiation of any/all ground-disturbing activities that exceed 3-feet depth of ground disturbance. All notifications shall be documented by the lead agency and if the Native American Monitor is not present at the scheduled time of work, said work shall be allowed to continue without the Native American Monitor present. Any/All work with associated ground disturbance that does not exceed 3-feet depth shall be allowed without the presence of a Native American Monitor.

TCR-2: Unanticipated Discovery of Tribal Cultural Resources. In the event of a discovery of a potential tribal cultural resource at the Project Site, upon notification of the discovery, the lead agency shall temporarily cease construction within a 50-foot radius of the discovery to immediately consult with the Native American Monitor and a qualified archaeologist, to be retained by the lead agency. The Native American Monitor shall work with the lead agency and its qualified archaeologist to assess the significance of the discovery and determine the corresponding treatment for the finding(s). Work shall not be allowed to resume at the potential discovery location until authorized by the lead agency.

TCR-3: Unanticipated Discovery of Human Remains. In the event that there is a discovery of human remains, or remains that are potentially human, the Contractor shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The Lead Agency, or Native American Monitor shall notify the County Medical Examiner (as per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Medical Examiner determines the remains are Native American and not the result of a crime scene, the Medical Examiner will notify the NAHC, who then will designate a Native American MLD for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the City of Lakewood, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

Existing public utility systems, including water and sanitary sewer systems would be modified to serve the Project facilities. Such modifications may include, but are not limited to new service connections, localized improvement and/or realignment of existing service/distribution lines. Utilities systems available to the Project Site and proposed connections to, and improvement or modification of utilities systems are summarized below. All Project utilities improvements and utilities connections would be subject to City and purveyor review and approval.

4.19.1.1 Water Supply and Delivery

Two water purveyors serve Lakewood. The City of Lakewood Department of Water Resources supplies water to Lakewood residents and businesses west of the San Gabriel River. The City of Lakewood Department of Water Resources operates as a municipal water utility that relies solely on water revenues from potable water sales, recycled water sales and other water related funding sources. Golden State Water Company is a privately held water utility governed by the Public Utilities Commission and serves the area east of the river.

Water service to the Project would be provided by the City. The Project would connect to existing City water system lines located in adjacent Del Amo Boulevard and/or Clark Avenue rights-of-way. Provision of water service by the City is contingent on the Applicant's compliance with City rules and regulations.

Additional City requirements for water service may include plan check review and approval, facility construction, inspection, and payment of financial participation charges.

4.19.1.2 Wastewater Conveyance and Treatment

The City of Lakewood owns the local sewer system consisting of approximately 166 miles of gravity flow sewer pipelines that are maintained by the Los Angeles County Department of Public Works Sewer Maintenance Division. The City’s sewer system is connected at various locations to trunk sewers and pipelines owned, operated, and maintained by the County of Los Angeles Sanitation and the City of Long Beach. The Project would connect to existing City sanitary sewer system lines located in adjacent Del Amo Boulevard and/or Clark Avenue rights-of-way. The City sanitary sewer system discharges to the Consolidated Sewer Maintenance District (CSMD) of the Los Angeles County Sewer Maintenance Districts for conveyance, treatment, and disposal. Provision of wastewater collection service by the City is contingent on the Applicant’s compliance with City rules and regulations. Additional City requirements for sewer service may include plan check review and approval, facility construction, inspection, and payment of financial participation charges.

4.19.1.3 Stormwater Management System

The Project stormwater management system would provide for collection, treatment, and controlled release of developed stormwaters. The park would provide bioswales, a stormwater capture system, landscaping, and other pervious surface materials to ensure that runoff volume from the Project Site does not exceed the existing runoff volume. The proposed stormwater management system would direct stormwaters into adjacent roadways consistent with existing drainage patterns. All Project stormwater management system components would be required to conform with City of Lakewood design, construction, operation, and maintenance standards. Stormwater runoff would be treated consistent with provisions of a Project-specific Water Quality Management Plan (WQMP). The Project WQMP would be required to conform with LARWQCB criteria and performance standards. The Project would also implement construction stormwater management improvements and practices consistent with mandated SWPPP requirements as outlined under the NPDES General Permit.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

4.19.2.1 Water Service

The Proposed Project would involve the construction of civic plaza and park facilities, and water use would be limited to restrooms, drinking fountain use, and landscaping. The City of Lakewood Department of Water Resources provides water and sewer services to the City. Considering the size of the park totaling 4.3 acres, the Proposed Project would not require the need for the construction or expansion of new water treatment facilities. Additionally, landscaping would be comprised of drought tolerant plants. The park site is within an urbanized neighborhood, and existing water infrastructure is in place to serve the proposed park use. The development and implementation of the Project would not significantly increase water usage. Therefore, a less than significant impact would occur as a result of the Proposed Project, and no mitigation measures are necessary.

4.19.2.2 Wastewater Treatment

The civic plaza site would include restrooms and construction of a new sewer main through the site. The site is within an urbanized neighborhood, and existing wastewater infrastructure is in place to serve the proposed civic plaza and park use. The Project would connect to existing City sanitary sewer system lines located in adjacent Del Amo Boulevard and/or Clark Avenue rights-of-way. The City sanitary sewer system discharges to the CSMD for conveyance, treatment, and disposal. Provision of wastewater collection service by the City is contingent on the Applicant's compliance with City rules and regulations. No significant impacts would occur, and no mitigation measures are necessary.

4.19.2.3 Stormwater Drainage

Stormwater improvements for the civic plaza would connect to the existing storm drainage infrastructure and would not require off-site new stormwater drainage facilities. Although the Proposed Project would slightly increase the on-site impervious surface areas with structures and sidewalks, the park would provide bioswales, a stormwater capture system, landscaping, and other pervious surface materials to ensure that runoff volume from the Project Site does not exceed the existing runoff volume. Off-site drainage facilities would not be affected substantially since the off-site runoff volume would be reduced due to the proposed stormwater capture facilities. Significant environmental effects would not occur due to construction of stormwater drainage facilities. No mitigation measures are required.

4.19.2.4 Electric Power

The electrical power at the Project Site is provided by Southern California Edison. The Proposed Project would use limited electric power for nighttime lighting. No habitable structures would be constructed that would require constant electric power usage. Only minimal electric power would be used during operation for lighting and amenities, and no offsite expanded electric power facilities would be necessary to implement the Proposed Project. Impacts would be less than significant, and no mitigation measures are required.

4.19.2.5 Natural Gas

Natural gas at the Project Site is provided by Southern California Gas Company. The Proposed Project would not involve any habitable structures and does not include any equipment that would use natural gas. Therefore, no increase in natural gas demands would result from Project implementation. No impact is anticipated, and no mitigation measures are required.

4.19.2.6 Telecommunications

The Project Site is surrounded by urban uses. The Proposed Project does not involve any habitable structures or equipment that require improvements to telecommunication facilities, and no increased demand is anticipated. No mitigation measures are required.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The City’s Department of Water Resources prepared a 2020 Urban Water Management Plan (UWMP; City of Lakewood 2021), to submit to the California DWR to satisfy the UWMP Act of 1983 and subsequent California Water Code requirements. A single dry year is defined as a single year of minimal to no rainfall within a period where average precipitation is expected to occur. Multiple dry years are defined as five or more consecutive dry years with minimal rainfall within a period of average precipitation.

The City relies on a combination of imported and local supplies to meet its water demands and has taken numerous steps to ensure it has adequate supplies. Development of local supplies augments the reliability of the water system. There are various factors that may impact reliability of supplies such as legal, environmental, water quality, and climatic. The City’s 2020 UWMP concludes that they can meet full-service demands starting 2025 through 2040 during normal years, single-dry year, and multiple-dry years (City of Lakewood 2021). The City of Lakewood expects the availability of groundwater supplies to remain constant over the next 20 years. The supply estimates are based on the annual allowable pumping rights

within the Central Basin Municipal Water District and carryover from the previous year. A severe single dry year or several consecutive dry years would not impact the City’s ability to meet water demand. The City estimates that a 50 percent loss in groundwater supply would have to occur to affect the City’s projected water production and service.

The City Water Resources Department adopted its current Water Shortage Contingency Plan on July 1, 2021. The primary purpose of the Contingency Plan is to plan for the conservation and efficient use of water supplies in the event of a water shortage. The Project would also comply with the Water Shortage Contingency Plan outlined in the UWMP, if implemented. For example, limits may be applied to the number of days, frequency, and duration of outdoor watering.

Water demands under General Plan Buildout Conditions are reflected in the City of Lakewood 2020 UWMP. By extension, the Project water demands are accounted for in the 2020 UWMP. The 2020 UWMP substantiates that there are sufficient water supplies available to serve the City (including uses that would be implemented by the Project) and reasonably foreseeable future development during normal, dry, and multiple dry years. As such, impacts on water supplies would be less than significant.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project’s Projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The civic plaza site would include restrooms. The Project Site is within an urbanized neighborhood, and existing wastewater infrastructure is in place to serve the proposed civic plaza and park use. The new restrooms would connect to existing City sanitary sewer system lines located in adjacent Del Amo Boulevard and Clark Avenue rights-of-way. The City sanitary sewer system discharges to the CSMD for conveyance, treatment, and disposal. Provision of wastewater collection service by the City is contingent on the Applicant’s compliance with City rules and regulations. No impact would occur, and no mitigation measures are necessary.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

Solid waste services for the City are provided through a private solid waste hauling contractor. The City's solid waste is transported to the Savage Canyon Landfill, located approximately 16 miles to the northeast in the City of Whittier.

Solid waste would be generated by the Project both on a short-term basis during the construction phase, and on a long-term basis through the daily operation of the park. Construction waste is required to be handled and recycled at levels consistent with the California Green Building Standards Code. Construction debris and waste would be handled by authorized haulers. All nonhazardous demolition debris, if any, would be transported to the appropriate material recovery facility and sorted for recyclables and nonrecyclables before delivery to landfills.

Operation of the park would be expected to generate solid waste from community users. The Project proposes conventional recreational uses and would not generate volumes or types of waste not already considered and addressed under existing policies, regulations and infrastructure systems. As such, it is anticipated that the landfills servicing the Proposed Project would have sufficient capacity to accommodate the Project's solid waste disposal needs, and no significant impacts would occur as a result of the Proposed Project. No mitigation measures are necessary.

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The City is required to comply with all state solid waste diversion, reduction, and recycling mandates, and would do so for the Proposed Project. The Project would be required to comply with applicable City and state waste diversion and recycling mandates. Waste management services are provided throughout the City including collection and transfer of refuse, green waste, and bulky items. Recycling services are also provided. No impact to federal, state, or local statutes related to solid waste would occur. No mitigation measures are required.

4.19.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity within Local Responsibility Areas. Mapping of these areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZs), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings. According to the State of California Fire Hazard Severity Zones map, the Project Site is not located in a VHFHSZ (CALFIRE 2024).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact.

The General Plan Safety Element is intended to reduce the potential risk of death, injuries, property damage, and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, and other hazards. It serves as a guide for the City government and the general public in understanding the hazards facing the City of Lakewood and how to reduce the impacts of those hazards.

Upon completion, emergency vehicle access to the Project Site will be provided via Clark Avenue and Civic Center Way. During the City’s required review of the Proposed Project’s applications, the site plan would be reviewed to ensure that adequate access to and from the site and around the proposed amenities is provided for emergency vehicles. With adherence to City requirements for emergency vehicle access, and because the Proposed Project is not in or near a state responsibility area or VHFHSZ (CALFIRE 2024), impacts to emergency response and evacuation plans would be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from, a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would not substantially alter slopes, wind patterns, or other factors that could exacerbate wildfire risks. The 4.3-acre Project Site is in a generally flat and highly urbanized area bordered by public buildings to the north, Civic Center Way to the west, Del Amo Boulevard to the south, and Clark Avenue to the east. According to the CALFIRE Fire Hazard Severity Zones map, the Project Site is not located in or near land classified as VHFHSZ; therefore, the Proposed Project is unlikely to expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project would construct park amenities within a developed area, and the site is not located in or near land classified as VHFHSZ; therefore, the Proposed Project would not exacerbate fire risk resulting in temporary or ongoing impacts to the environment. No impact would occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact.

The Proposed Project is not located in or near a VHFHSZ. Construction of the Proposed Project would not require substantial grading or creation of slopes. Accordingly, the Proposed Project is not likely to expose people or structures to landslides or downstream flooding because of runoff, post-fire slope instability, or drainage changes. No impact would occur.

4.20.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The Proposed Project would not substantially degrade the quality of the environment or substantially reduce the habitat of a fish or wildlife species. With Mitigation Measure BIO-1 (Section 4.4), the Proposed Project would not cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. With Mitigation Measures CUL-1, CUL-2, TCR-1, TCR-2, and TCR-3 the Proposed Project would not eliminate important examples of the major periods of California’s history or prehistory. Therefore, the Proposed Project would have a less than significant impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

As described in the impact analysis in this IS/MND, any potentially significant impacts of the Proposed Project would be reduced to a less than significant level. Projects completed in the past have also implemented mitigation, as necessary. Accordingly, the Proposed Project would not otherwise combine

with impacts of related development to considerably add to any cumulative impacts in the region. With mitigation, the Proposed Project would not have impacts that are individually limited, but cumulatively considerable. Therefore, the Proposed Project would have a less than cumulatively considerable impact with mitigation incorporated.

Does the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Less Than Significant with Mitigation Incorporated.

The checklist categories of Air Quality, Greenhouse Gas Emissions, Cultural, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Tribal Cultural, Transportation, and Wildfire evaluate the Proposed Project’s impacts that may have adverse effects on human beings, either directly or indirectly. All the Proposed Project’s impacts on human beings, both direct and indirect, that are attributable to the Proposed Project were identified and mitigated. Therefore, the Proposed Project would not directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct and indirect impacts of the Proposed Project are identified as having no impact, less than significant impact, or less than significant impact with mitigation. Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this IS/MND.

5.0 LIST OF PREPARERS

5.1 City of Lakewood

Lead Agency

- Kevin Yamakawa, P.E., Principal Civil Engineer
- Paul Kuykendall, AICP, Senior Planner
- Mark Lewis, P.E., Project Manager

5.2 ECORP Consulting, Inc.

CEQA Documentation/Air Quality/Biological Resources/Cultural Resources/Greenhouse Gas/Noise/Paleontology

- Lindsay Buck, AICP, Staff Environmental Planner/Project Manager
- Michael M. DeGiovine, RPA, Staff Archaeologist
- Niranjala Kottachchi, Ph.D., Senior Paleontologist, Principal Investigator
- Seth Myers, Senior Air Quality/Greenhouse Gas/Noise Analyst
- Freddie Olmos, Principal Environmental Planner, QA/QC
- Sonia Sifuentes, RPA, Southern California Cultural Resources Manager
- Carly Tailor, Staff Biologist
- Stacie Tennant, Senior Biologist
- Lisa Westwood, RPA, Vice President/Director of Cultural Resources
- Rosemary Worden, Staff Environmental Planner

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LIST OF APPENDICES

Appendix A – Air Quality/Greenhouse Gas Impact Assessment

Appendix B – Biological Resources Technical Memorandum

Appendix C – Cultural Resources Inventory Report

Appendix D – Energy Impact Assessment

Appendix E – Geotechnical Investigation

Appendix F – Noise Impact Assessment

Appendix G – VMT Impact Assessment

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APPENDIX A

Air Quality/Greenhouse Gas Impact Assessment

APPENDIX B

Biological Resources Technical Memorandum

APPENDIX C

Cultural Resources Inventory Report

APPENDIX D

Energy Impact Assessment

APPENDIX E

Geotechnical Investigation

APPENDIX F

Noise Impact Assessment

APPENDIX G

VMT Impact Assessment