Final

CITY OF LOMITA

SAFETY ELEMENT

DECEMBER 2021

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CONTENTS

1

INTRODUCTION

Introduction

The Safety Element of the General Plan addresses natural and human-caused hazards in the City of Lomita and the potential short- and long-term risks to human life, property, and economic and social dislocation resulting from hazard events, including air pollution, extreme heat, flooding, geologic hazards, hazardous materials, and wildfires. This is one of seven elements required by State law (Government Code 65302). Because climate change affects and potentially exacerbates the impact of hazards, in accordance with Senate Bill 379, this Safety Element also addresses climate change within each applicable hazard section.

This Safety Element is organized to include an Existing Conditions section, which outlines each hazard facing Lomita, who these hazards affect, and how the City of Lomita (City) is currently addressing these hazards. This Safety Element also includes a Goals, Policies, and Actions section, which provides the City's safety roadmap to 2040, including a comprehensive hazard mitigation and emergency response strategy. Goals, policies, and actions are organized by four planning phases designed to enhance the resilience of a community: mitigate, prepare, respond, and recover. This Safety Element also incorporates and augments mitigation policies contained in the Lomita Hazard Mitigation Plan (LHMP).[1] Because many hazard incidents disproportionately affect individuals with access and functional needs, these populations are considered throughout this Safety Element.

This Safety Element directly relates to topics in the Land Use, Circulation, and Conservation and Open Space Elements of the General Plan. The Safety Element identifies hazards and hazard abatement provisions to guide land use decisions related to zoning, subdivisions, and entitlement permits. The Safety Element also addresses emergency response and evacuation routes, which informs the Circulation Element to ensure that streets are sized adequately for fire truck access and other needs of first responders. This Safety Element also addresses community greening to improve Lomita's air quality and provide shade on hot days, which correlate with the Conservation and Open Space Element.

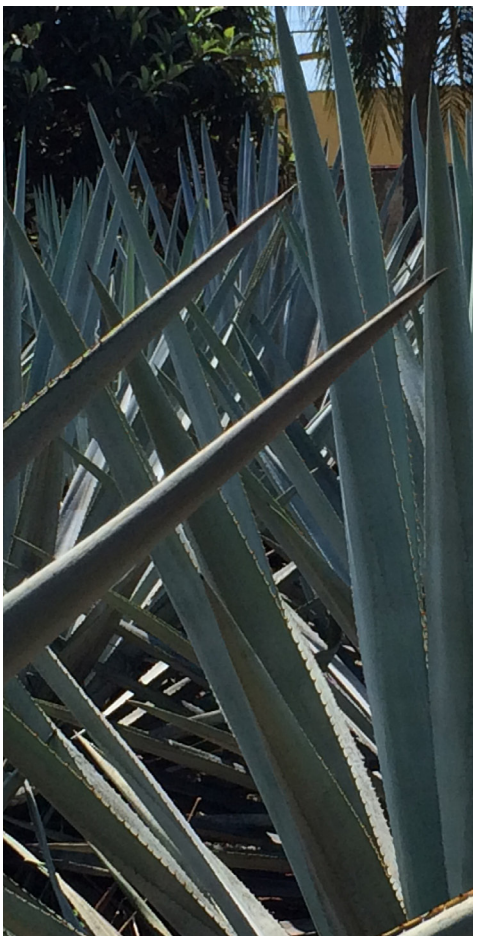
The Safety Element is long-term plan that uses a 20-year horizon. The element will include policies to mitigate hazards through land use, design measures, and programs. As a part of the General Plan, the Safety Element will provide direction that the City will implement through the Zoning Ordinance and other mechanisms. A similar, but nuanced plan is the LHMP. The LHMP is a short-term, five-year strategic plan that also seeks to identify and mitigate natural hazards. The LHMP

LOMITA HAZARD MITIGATION PLAN (LHMP)

The Lomita Hazard Mitigation Plan was last updated in 2018 in accordance with the Disaster Mitigation Act of 2000. Regular updates to the Hazard Mitigation Plan ensure access to Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) funding.

ACCESS AND FUNCTIONAL NEEDS

Access and functional needs populations are people with disabilities or health problems, seniors, children, people with limited English proficiency, and transportation disadvantaged people who characteristics affect their ability to prepare, respond, or recover from hazards.

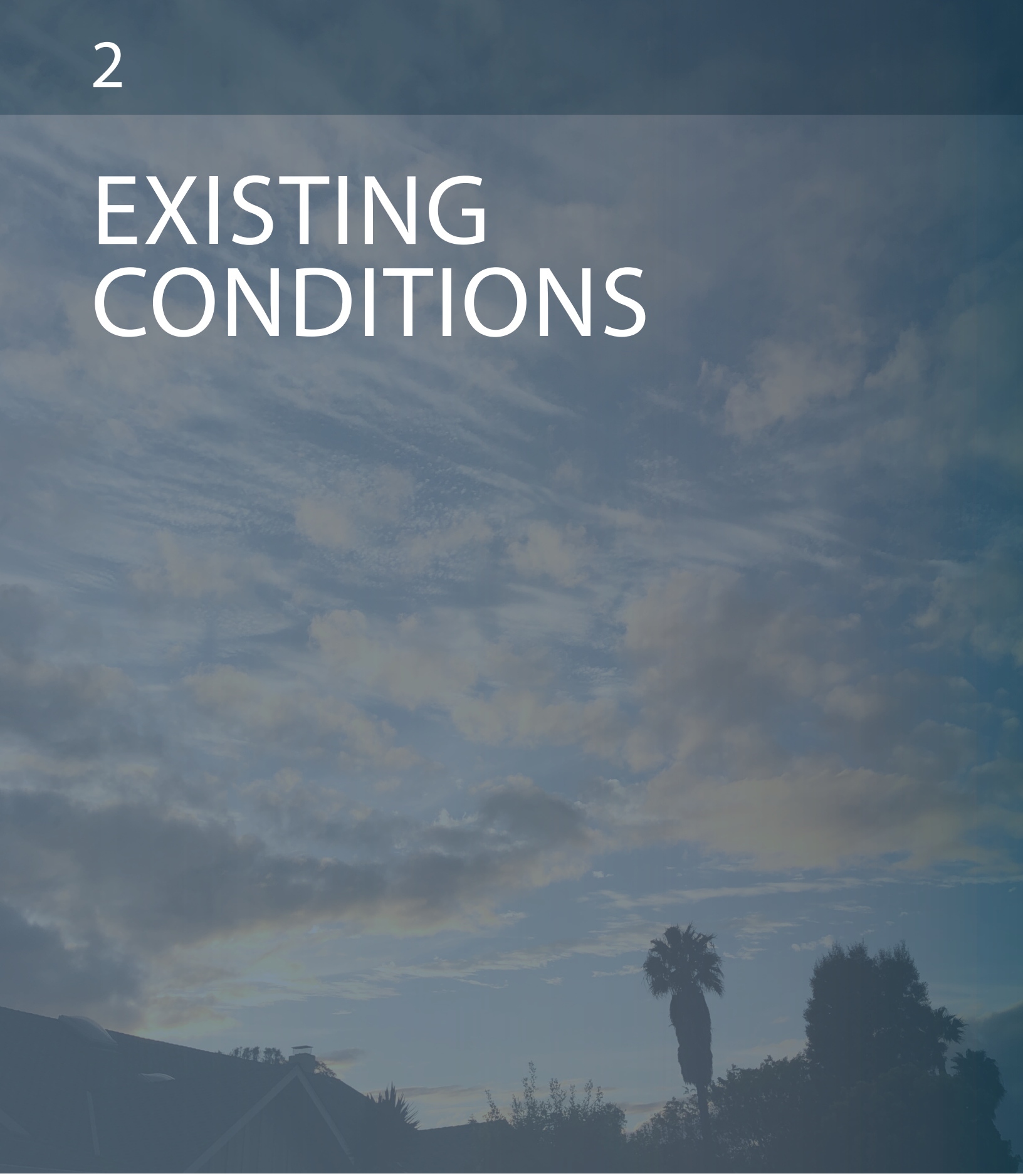


1 City of Lomita. 2018. Hazard Mitigation Plan (Final Plan). Approved August 18, 2018. Accessed December 20, 2020. https://lomitacity.com/wp-content/uploads/2021/11/Lomita-Hazmit-Plan-12-18-18.pdf

is distinct from the Safety Element in that it is created to directly respond to the requirements of the federal Disaster Mitigation Act (DMA) of 2005. By achieving certification by FEMA, an LHMP provides the City with access to two competitive FEMA grant programs: the Hazard Mitigation Grant Program (HMGP) and the Pre-Disaster Mitigation Program (PDM). To maintain eligibility for FEMA funding, the City must update the LHMP a minimum of once every five years. As of October 2021, the most recent LHMP was adopted Devember 18th, 2018. By integrating the LHMP with the Safety Element, the City will also achieve eligibility for additional post-disaster funding from the State of California. Integration also allows the Safety Element's framework of goals, objectives, and policies to be utilized and built upon by current and future LHMPs. Policy 3.1e states the City's intent to incorporate future updates of the LHMP into the Safety Element.

2

EXISTING CONDITIONS



Existing Conditions

This section outlines each hazard with five familiar questions: what, when, where, who, and how. For each hazard, this assessment explains **what** the hazard is and what causes it to occur in Lomita; **when** the hazard occurs, including if the hazard is seasonal or is forecasted to get worse as a result of climate change; **where** in Lomita this hazard is most likely to occur; **who** is most vulnerable to each hazard; and lastly, **how** the City is already addressing this hazard and how initiatives can be built upon and improved in the future.

This section addresses the following six hazards, as well as emergency preparedness and response:

- Air pollution
- Extreme heat
- Flooding
- Geologic hazards
- Hazardous materials
- Wildfires

AIR POLLUTION

What

The State of California Ten measures 10 air pollutants. These pollutants are measured separately and are compared to a healthy level determined by the State. Air is considered polluted when it does not meet the standard set by the State or Federal government. According to the South Coast Air Quality Management District's 2016 Air Quality Management Plan, in Los Angeles County, three pollutants—ozone, coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$)—are in violation of either the State or Federal standard.[2] Air pollution varies locally as it moves away from the source of pollution; it is more concentrated along major transportation corridors and industrial facilities. Air pollution is likely worse in neighborhoods closer to Pacific Coast Highway and Western Avenue.

OZONE

Ground-level ozone is most commonly known as smog. Smog is caused by a chemical reaction when sunlight interacts with nitrogen oxides and volatile organic compounds, both of which are emitted from vehicles. As temperatures increase, it is anticipated that the amount of ground-level ozone will also increase if the amount of car traffic and other sources of nitrogen oxides and volatile organic compounds do not decrease.[3]

Some main contributors to the pollutants that form ground-level ozone in Lomita are cars, trucks, and industrial processes, specifically near Pacific Coast Highway and Western Avenue. Ground-level ozone can cause health issues, including difficulty breathing, coughing, inflamed airways, asthma attacks, and heart disease.

2 SCAQMD (South Coast Air Quality Management District). 2017. Final 2016 Air Quality Management Plan. March 2017. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

3 EPA (U.S. Environmental Protection Agency). 2018a. "Ground-level Ozone Basics." U.S. Environmental Protection Agency Website. Accessed July 16, 2020. https://www.epa.gov/ground-level-ozone-pollution/ground-level-ozone-basics.

PARTICULATE MATTER

Particulate matter is made of microscopic solids and liquids in the air that are small enough to breathe. PM_{10} is particulate matter measuring 10 microns or less in diameter, which is approximately 1/7th the thickness of a human hair. $PM_{2.5}$ is 2.5 microns or less in diameter, which is approximately 1/28th the thickness of a human hair. PM_{10} is often made up of dust and ash, and $PM_{2.5}$ results from burning fuel for cars, trucks, and industrial processes. $PM_{2.5}$ is small enough to get into the human bloodstream and poses a greater risk to human health.[4] Similar to ozone, particulate matter causes asthma and heart disease.

When

Lomita already experiences air pollution, and it will get worse as a result of climate change and likely have the greatest impact in summer when temperatures are higher. Longer warm seasons can mean longer pollen seasons, which can increase allergies and asthma episodes. Higher temperatures associated with climate change can also lead to an increase in ozone. Although the future level of air pollution will depend, in part, on State laws mandating standards for fuel efficiency and potential electrification of cars and trucks, the current air quality in Lomita does not meet State standards.

Where

Air pollution is higher in communities with low tree cover, limited park access, and higher levels of traffic. In Lomita, neighborhoods with these attributes are located in the west and north, as shown in Figure S-1, Air Pollution in Lomita.

Who

People with existing health conditions, such as asthma and heart disease, are more sensitive to air pollution. These conditions are also often caused by living near sources of air pollution in fenceline communities (as shown in **Figure S-1**). The average rate of asthma-related emergency department visits is between 30 to 46 people per 10,000 visits; however, this average increases to between 46 and 72 people per 10,000 visits in the area of Lomita between Pacific Coast Highway and West Lomita Boulevard.

FENCELINE COMMUNITIES

Fenceline communities are neighborhoods near sources of industrial pollution, such as ports, refineries, and major transportation routes.

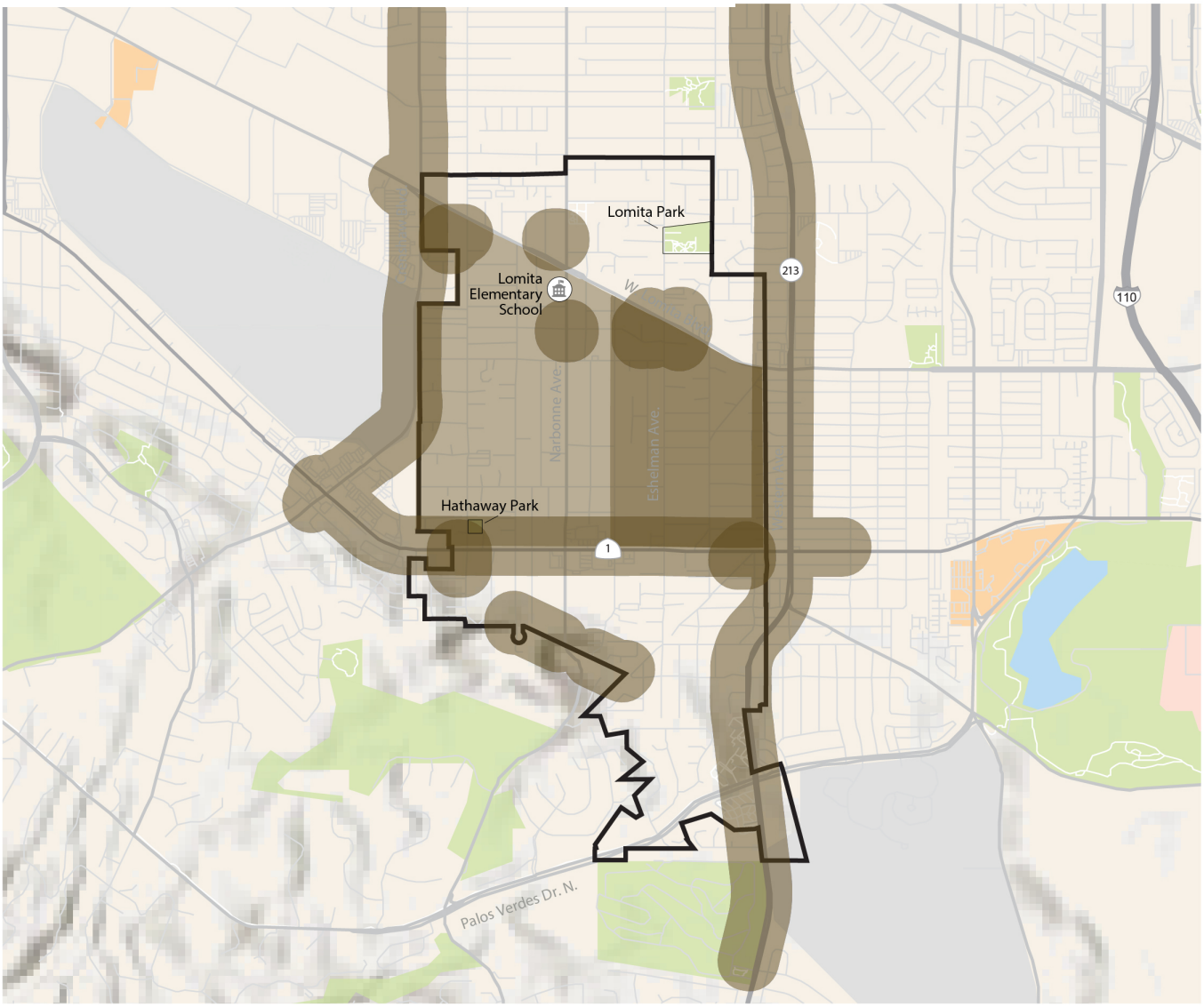
Additionally, people who spend more time outdoors, including young children, people who work outdoors, and people in households without cars, are often exposed to polluted air at higher rates.

How

The City's Energy Efficiency Climate Action Plan includes actions to promote tree planting during development plan check, to work with the community to develop a tree planting group, and to develop a tree planting program. However, the actions are not connected to a specific goal for reducing air pollution. The City's Climate Action Plan contains policies addressing air pollution through the built environment through emphasis on electrical vehicle use, active forms of transportation, and a mix of land uses that increases opportunities for access by walking or biking. Additionally, the Climate Action Plan sets out to increase urban greening through the promotion of urban gardens, identification of new green space opportunities, and landscape maintenance. Further, the City participates in annual Arbor Day events to help raise awareness about tree planting and a ceremonial tree is planted at this event.

4 EPA. 2018b. "Particulate Matter (PM) Basics." U.S. Environmental Protection Agency Website. Accessed December 18, 2020. https://www.epa.gov/pm-pollution/particulate-matter-pm-basics.

Figure S-1: Air Pollution in Lomita



Source: Public Health Alliance. 2020. "The California Healthy Place Index." https://map.healthyplacesindex.org/.
Open Street Map. 2019. www.openstreetmap.com

AIRPORT LAND USE AND COMPATIBILITY AND SAFETY

What

Airports are typically categorized by type of activities, including commercial service, cargo service, and general aviation. Airports and certain types of development can be hazardous when located close together, which is why careful planning must be done to minimize risk and plan for a coordinated response to any potential incident. Although hazardous incidents associated with air transportation are extremely rare, aircraft accidents have the potential to be severe.

Where

The closest airport is the Torrance Municipal Airport, which borders Lomita on the west. This airport is a general aviation airport providing home to primarily private aircraft and Fixed Base Operators, which are available for flight instruction, aircraft repair, and charter flights. The Torrance Municipal Airport is also home to Robinson Helicopters, the largest manufacturer of private helicopters in the United States. Consistent with State aviation regulations, a Runway Protection Zone (RPZ) has been established at each end of each active runway at Torrance Airport. There are five single family residential parcels in Lomita that are within an RPZ and the Airport Influence Area for Torrance Municipal Airport.

Who

Airports create noise and safety hazards that can be detrimental for residents, businesses, and property owners. The Los Angeles County Airport Land Use Commission has adopted an Airport Influence Area for the Torrance Airport. This describes the area in which noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses, as determined by the Airport Land Use Commission. The Airport Influence Area for the Torrance Airport is generally defined by the 65-dBA Community Noise Equivalent Level (CNEL) noise contour. In accordance with State regulations (Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code), the seller of a property in the Airport Influence Area must provide the purchaser with a Real Estate Transfer Disclosure Statement that includes a "Notice of Airport in Vicinity," indicating that the property is located in an Airport Influence Area.

While Lomita has no authority over airspace, noise complaints are referred to the Torrance Municipal Airport. Along with other cities located in the South Bay, Lomita supports efforts by the City of Torrance to implement and maintain stringent noise control guidelines.

How

To reduce the noise incompatibility and safety risks associated with airports, the City follows land use planning standards determined by the Federal Aviation Administration (FAA) relative to land in the RPZ.[5] Ensuring that development follows the FAA guidance on the few parcels within the influence area is important. For Lomita's parcels, this means keeping development under 200 feet in height to avoid further approvals from the FAA. All parcels in the RPZ are zoned and used for single family residential uses currently, with no plans to change this land use, keeping future uses of this land well below FAA height guidance to ensure safety.

5 Los Angeles County Airport Land Use Commission. 2004, December 1st. "Los Angeles County Airport Land Use Plan." https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf

EXTREME HEAT

What

Extreme heat is a hazard that occurs on hot days, warm nights, or during heat waves, and can result in heat-related illness and hospitalization. Extreme heat is measured locally, as communities are acclimatized to their historic environment. In Lomita, average high temperatures range around 78°F from June through September. The record high temperatures range from 91°F to 111°F. An extreme heat day is one that is in the hottest 2% of days observed between 1960 and 1990. In Lomita, an extreme heat event is a day hotter than 91.7°F.[6]

Heat waves and extreme heat days are made worse by the urban heat island effect. The urban heat island effect inflates average annual urban air temperatures 1.8°F to 5.4°F warmer than other areas. Heat islands also increase energy demand for air conditioning. Figure S-2, Greenery and the Urban Heat Island Effect, illustrates the urban heat island effect.

URBAN HEAT ISLAND EFFECT

The urban heat island effect occurs when dark urban surfaces, such as roofs and roads, absorb heat and slowly release the heat over time. At night, these surfaces transfer heat to the air, creating warmer nights that do not allow people to cool off, making heat waves more dangerous.

When

Extreme heat occurs in the summer and early fall in Lomita. Climate change is expected to increase the average temperature year-round, including the frequency of extreme heat days. There is no projected change in the number of extreme heat days in Lomita.[7] Historically, heat waves would last 2.2 days, but this duration is projected to increase to 3.3 days between 2020 and 2050.

Where

There are more asphalt surfaces, more buildings, and less vegetation in urban areas in the center of Lomita. Based on a conservative estimate from the Impervious Cover Calculator provided by the California Office of Environmental Health Hazard Assessment, Lomita has approximately 50% impervious cover.[8] Compared to most communities in California (but typical for the region), Lomita has more paved surfaces, creating a higher likelihood that the urban heat island effect could cause extreme heat events; however, Lomita's proximity to the ocean and tree cover reduce this risk.

Who

People can be adversely affected by extreme heat if they have existing health conditions or spend increased time outdoors working, commuting, or playing. People who depend on walking, biking, or transit to get around; older adults; and young children are at risk for heat stroke. Lomita has relatively consistent levels of active transportation and automobile access citywide.[9] Similarly, rates of outdoor workers, children, and older adults are all slightly lower than state average.[10]

6 Cal-Adapt. 2020. "Extreme Heat Days and Warm Nights." Accessed December 18, 2020. https://cal-adapt.org/tools/extreme-heat/.
7 Cal-Adapt 2020.
8 California Office of Environmental Health Hazard Assessment. 2020. "Impervious Surface Analysis." Accessed December 20, 2020. https://oehha.ca.gov/ecotoxicology/report/impervious-surface-analysis.
9 Public Health Alliance. 2020. "The California Healthy Places Index." https://map.healthyplacesindex.org/.
10 US Census Bureau. 2015. American Community Survey 2011-2015 Estimates. Table S2401.
11 City of Lomita. 2015. Energy Efficiency Climate Action Plan. Provided by the City of Lomita.

Figure S-2: Greenery and the Urban Heat Island Effect

How

As discussed above, Lomita has approximately 50% impervious cover. The impervious cover is made up of surface material such as asphalt that perpetuates the urban heat island effect, resulting in higher temperatures and warmer nights. The City's Energy Efficiency Climate Action Plan[11] includes a goal to decrease energy demand through reducing the urban heat island effect. Four implementing actions are listed within this goal: to promote tree planting at plan checking, to develop a tree planting program, to adopt a cool roof ordinance, and to adopt a cool pavement ordinance.

There are no established cooling centers in Lomita, but libraries and other community facilities that are air conditioned and open to the public during extreme heat events could serve as de facto cooling centers. People can use cooling centers to escape the heat if they do not have access to air conditioning or cannot afford to run theirs at home. De facto cooling centers include the Tom Rico Recreational Center and Stephenson Center located in Lomita Park Community Center and Lomita Library.

FLOODING

What

Flooding is caused by increased rain, which causes rivers and urban drainage basins to fill and overflow. Increased flooding occurs when rain falls over a shorter period of time, even if there is less overall rain, because the soil does not have enough time to absorb the rainfall. Flooding occurs in low-lying areas near creeks and other waterways. Generally, the floodplain most often refers to the area that would be inundated by a 100-year flood, which is a flood that has a 1% chance of occurring in any year. The 500-year floodplain is the area that has a 0.2% change of being flooded in any year. Floodplain maps are based on historic observations; however, flood events are projected to happen more frequently as climate change causes more intense rainfall.

When

Flooding is more likely to occur in the winter months (December, January, February) when Lomita receives the most rain. Climate change is predicted to increase the number of extreme rain events, when large amounts of rain falls over a short period of time, does not have time to soak into the ground, and overwhelms stormwater infrastructure. The most recent localized flooding event took place in April 2016, which resulted from a storm event.[12]

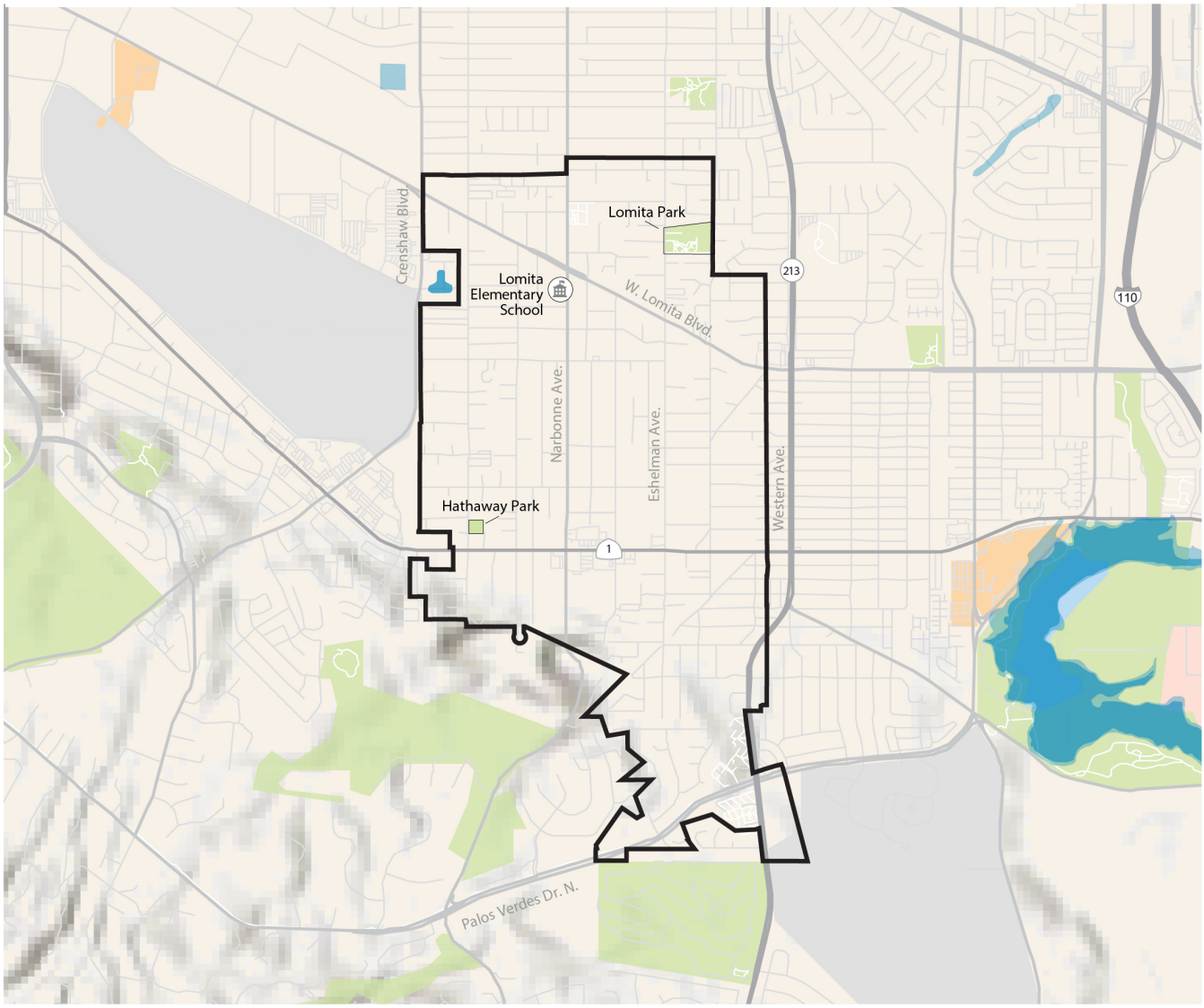
Where

As shown in Figure S-3, Flood Risk, Lomita is not vulnerable to 100-year or 500-year flood events. However, localized flooding could still occur in isolated pockets of Lomita due to urban flooding from severe weather events.[13] According to the LHMP, storm drain deficiencies are located at Eshelman Avenue/262nd Street/ Appian Way, Pennsylvania Avenue from approximately 251st to 254th Streets, the western terminus of 256th Street, and Lomita Boulevard at Pennsylvania Avenue, which could result in flooding and inundation of private properties. The Tom Rico Recreational Center and Stephenson Center, both located at Lomita Park, are vulnerable to localized flooding hazards resulting from a severe weather event.[14]

Additionally, portions of southern Lomita are subject to flooding due to dam inundation. There are two enclosed water reservoirs in Torrance referred to as the Walteria and Ben Haggot reservoirs. Because of their size, 18 million gallons and 10 million gallons, these reservoirs are considered dams and are therefore under the purview of the California Division of Dam Safety. Each are in satisfactory condition and have a high downstream hazard. These dams' inundation areas primarily cover roadways and not structures in Lomita.[15]

12 City of Lomita 2018.
13 City of Lomita 2018.
14 City of Lomita 2018.
15 California Department of Water Resources. 2019, September. Dams Within Jurisdiction of the State of California.

Figure S-3: Flood Risk



Who

People can be vulnerable to flooding due to social isolation and/or physical disabilities leading to difficulty evacuating during a flood event. Additionally, low-income renters can face increased challenges in recovering from flood events because they are less likely to have renter's insurance and can face higher levels of displacement and homelessness if their residence is damaged during a flood event.

How

The City participates in the National Flood Insurance Program, which makes flood insurance available in communities that enact minimum floodplain management rules consistent with the Code of Federal Regulations Section 60.3. The LHMP includes multiple flooding-related policies and actions that call for improving water infrastructure and streets at various street segments, replacing water pipes to eliminate dead-end pipes, improving water circulation, reducing risk of breaks and leaks, and replacing pipelines built in 1928 or earlier.[16]

GEOLOGIC HAZARDS

What

Geologic hazards are natural geologic processes with the ability to impact life, health, or property. Lomita is vulnerable to geologic and seismic hazards such as earthquakes, but is not likely to be susceptible to landslides or liquefaction, as shown in Figure S-4, Landslide and Liquefaction Zones.

Earthquakes are sudden ground-shaking events caused by the release of pressure in the earth. This quick release of pressure poses a safety risk to people and structures due to the unpredictability of magnitude and timing. A 100-year earthquake is a major earthquake event that is calculated to have a 1% chance to occur each year and theoretically occurs every 100 years. Likewise, a 500-year earthquake is one of such a magnitude that it has a 0.2% chance of occurring each year and theoretically occurs every 500 years.

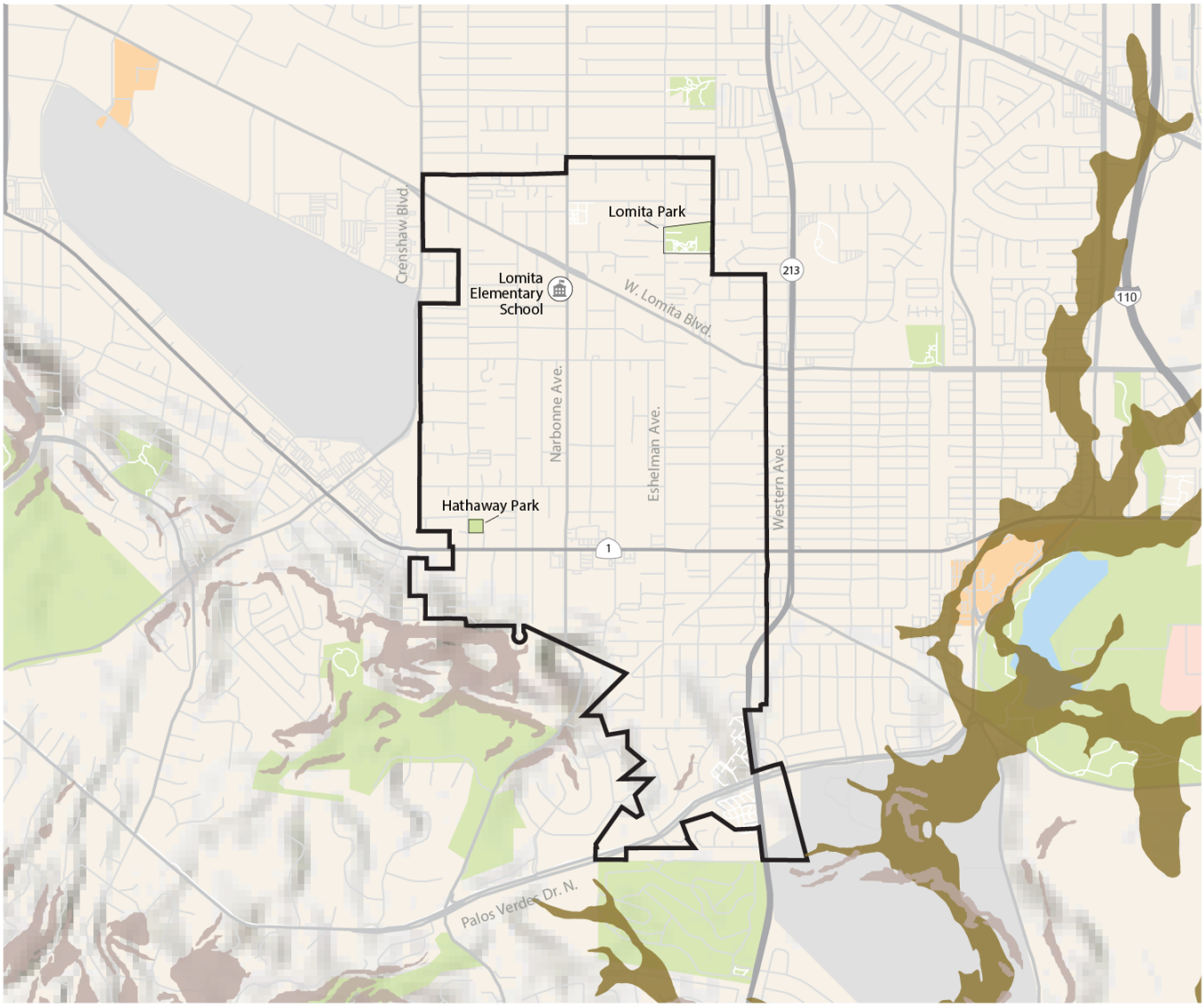
When

In January 1994, the magnitude 6.7 Northridge Earthquake (thrust fault) produced severe ground motion, causing 57 deaths and 9,253 injuries, and left more than 20,000 people displaced. Scientists have stated that such devastating shaking should be considered the norm near any large thrust earthquake. Recent reports from scientists of the U.S. Geological Survey and the Southern California Earthquake Center say that the Los Angeles area could expect one earthquake every year of magnitude 5.0 or more for the foreseeable future.

The San Andreas Fault is approximately 55 miles northeast of Lomita and is considered the most seismically active fault in the Southern California region. Geologic evidence suggests that the San Andreas Fault has a 50% chance of producing a magnitude 7.5 to 8.5 quake (comparable to the great San Francisco earthquake of 1906) within the next 30 years. Other active faults within 20 miles of Lomita include the Newport–Inglewood Fault and the Palos Verdes Fault. A significant earthquake originating along any of these or other regional faults could cause damage to buildings and infrastructure, as well as injuries and fatalities, in Lomita.[17]

16 City of Lomita 2018.
17 City of Lomita 2018.

Figure S-4: Landslide and Liquefaction Zones



Where

Active faults are identified by the U.S. Department of Conservation, and a zone around them is prohibited from new developments to prevent repetitive loss of structures and threats to the safety of occupants. The unsafe areas around active faults are regulatory zones referred to as Alquist-Priolo earthquake fault zones. There are no Alquist-Priolo earthquake fault zones within Lomita city limits.

According to the LHMP, Lomita has 12 critical facilities, each of which is at risk from an earthquake (see the Emergency Preparation and Response section below for a map and list of each facility). Due to their unpredictability, sensitivity to seismic hazards is different from many other hazards. Older buildings are more likely to sustain serious damage from earthquakes, because newer buildings were built to meet higher earthquake standards. Of the City owned buildings, two were built before 1970: The Railroad Museum and the gymnasium attached to the Tom Rico Center at Lomita Park. The Railroad Museum was built in 1966 and donated to the City by Mrs. Irene Lewis in 1967. The museum was built at ground level and supported by concrete, making it more earthquake resistant than raised foundations and not in need of retrofits at this time. The gymnasium was built in the 1940s and is a single-story structure about 30 feet in height. This building is in good condition, but the age of the structure makes it more at risk, and future evaluations would be prudent. There are 15 unreinforced masonry buildings within Lomita that have been identified for upgrade in order to meet current requirements.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONES

The Alquist-Priolo Special Studies Zone Act (1994) defines an active fault as one that has ruptured in the last 11,000 years. The act provides mapping resources for the public to strengthen awareness and prevent unsafe construction in these areas.

UNREINFORCED MASONRY BUILDING

An unreinforced masonry building is a type of building where load-bearing walls, non-load-bearing walls, or other structures, such as chimneys, are made of brick, cinderblock, tiles, adobe, or other masonry material that is not braced by reinforcing material, such as rebar in concrete or cinderblock. These buildings were banned in California after the 1933 Long Beach Earthquake. Unreinforced masonry buildings are the most at-risk during an earthquake hazard.

Who

No populations are specifically more at risk because of an earthquake, but low-income households may be more likely to live in older and retrofitted homes.

How

The LHMP includes earthquake action items to improve internal facility non-structural resistances to damage and injury due to earthquakes, and action items to work with property owners of unreinforced masonry structures to bring these buildings into compliance with existing building codes. This would require the property owner to hire a structural engineer to evaluate buildings and design retrofits to bring the structure up to code, then to hire a contractor to complete the work. The Community and Economic Development Department was identified in the LHMP to support the property owners. Measures for new development are addressed in the building code. Lomita has adopted the 2019 California Building Code, as amended by Los Angeles County.

Peakload Water Requirements

Water is a necessary utility which is important to discuss in the context of earthquakes due to the potential for the loss of connections across long-distance pipelines and infrastructure. The City of Lomita's current water demand is 2,070 acre feet per year (which is equal to an average day demand of 1.85 million gallons per day).

18 City of Lomita. 2021, June. 2020 Urban Water Management Plan. https://2z9y8z223mzgrqwntrujrw16-wpengine.netdna-ssl.com/wp-content/uploads/2021/06/Lomita-FINAL-2020-UWMP-June-2021.pdf

19 Hall, A., N. Berg, and K. Reich. 2018. Los Angeles Summary Report. California's Fourth Climate Change Assessment. University of California, Los Angeles. Publication number: SUM-CCCA4-2018-007.

Future water demands are expected to stay relatively steady due to Lomita's built out nature, the water use efficiency measures being put in place, and the potential for recycled water.[18]

Lomita's existing water supply comes from groundwater and imported water. As of 2019 the City has been using only imported water because the groundwater source has had benzene detected in it. The average amount of water imported annually in the last five years is 1,814 acre-feet. The City has two imported water connections which have capacities of 1,800 gallons per minute and 3,350 gallons per minute. The City also has the rights to extract 1,352 acre-feet of groundwater annually from the West Coast Groundwater Basin. With climate change projected to increase the frequency and severity of droughts, it is likely that water supplied by these sources will be reduced.[19] That being said, the Water Replenishment District has injection wells which work to replenish groundwater supply for the area. Alternate water sources are discussed in the Urban Water Management Plan, including the potential use of greywater systems and desalinateed seawater.

In the event of a loss of water sources, Lomita has a storage capacity of 5.4 million gallons within two reservoirs, which would supply potable water for approximately 3 days of regular use. The Cypress Reservoir is located next to the City's water well and has a capacity of 5.3 million gallons. The Harbor Hills Reservoir is an elevated steel tank and has a 100,000-gallon capacity. Lomita also has an emergency connection with the City of Los Angeles and two emergency connections with the City of Torrance.[20]

In regard to water quality, the City is moving forward with planned upgrades to the Cypress Water Production Facility. As of 2019, benzene was detected in the groundwater, and this upgrade will make the facility equipped with the industry standard for removing benzene. The City has prioritized and expedited these upgrades, which upon completion will allow the City to return to normal operations. The City and Lomita Water have worked to educate the public on benzene and how it is being addressed through a comprehensive webpage.[21] The project will help to ensure that the City can provide safe, clean water to residents, even in times of severe drought.

HAZARDOUS MATERIALS

What

Hazardous materials are substances that can cause death, serious illness, or hazard to human health or the environment when not properly treated, stored, transported, or disposed of. Many household substances are considered hazardous, including gasoline, refrigerants, paint, and some gardening supplies. Nearly all households and businesses have some amount of hazardous waste. Hazardous waste is hazardous material that no longer has practical use but has not yet been properly disposed of. Certain businesses, such as gas stations, auto repair shops, and dry cleaners, generate larger amounts of hazardous waste than other types of businesses. Hospitals, clinics, and laboratories also generate medical waste, which can be hazardous. The pollution of water from various sources can also create water which is hazardous to consume.

The Resource Conservation and Recovery Act (RCRA) is a Federal law that was created to regulate hazardous waste to protect human health, conserve resources, and reduce or eliminate hazardous waste generation. RCRA regulates hazardous waste from cradle-to-grave. Large Quantity Generators (LQGs) are regulated through RCRA because they generate more than 1,000 kilograms of hazardous waste per month or 1 kilogram of acutely hazardous waste per month.

CRADLE-TO-GRAVE

A management approach that regulates generation, transportation, treatment, storage, and disposal.

20 City of Lomita. 2021, June. 2020 Urban Water Management Plan. https://2z9y8z223mzgrqwntrujrw16-wpengine.netdna-ssl.com/wp-content/uploads/2021/06/Lomita-FINAL-2020-UWMP-June-2021.pdf
21 Lomita Water. 2021. Benzene. https://www.lomitawater.com/education/benzene/
22 California Department of Toxic Substances. n.d. "Generators." Accessed March 17, 2021. https://dtsc.ca.gov/generators/.
23 EPA. 2020. "Resource Conservation and Recovery Act (RCRA) and Federal Facilities." December 8, 2020. Accessed March 17, 2021. https://www.epa.gov/enforcement/resource-conservation-and-recovery-act-rcra-and-federal-facilities.

LQGs must comply with certain State-specified requirements regarding recordkeeping, reporting, labeling, exporting, and containers.[22] Small Quantity Generators (SQGs) generate more than 100 kilograms but less than 1,000 kilograms of hazardous waste and are also regulated through RCRA. Transporters of RCRA-regulated waste are also regulated on their labeling, container standards, and recordkeeping. Lastly, treatment, storage, and disposal facilities (TSDs) must comply with recordkeeping, reporting, permitting, and other technical standards.[23]

Where

Hazardous materials can potentially be found anywhere as a result of improper disposal or storage; however, sites with large concentrations of hazardous materials are catalogued by EnviroStor. EnviroStor is a data management program operated by the Department of Toxic Substances Control that is used to monitor, investigate, permit, and clean up sites with known contaminants. Lomita does not have any sites listed by EnviroStor that contain hazardous materials requiring cleanup.

Although Lomita does not contain any cleanup sites, it does contain active SQGs, LQGs, TSDs, and a transporter. SQGs are most concentrated along major roadways including Lomita Boulevard, Pacific Coast Highway, Narbonne Avenue, and Palos Verdes Drive. The three LQGs are spread across Lomita. The transporter site is located on Walnut Street near Pacific Coast Highway. Northwestern Lomita contains the two TSD sites.

Lomita detected benzene in the groundwater at levels exceeding the State's standards. In 2018 benzene was detected but at levels below State standards. Groundwater had been the main source of water for the City, and the City has been importing water since then. The planned upgrades to the Cypress Water Production Facility will allow a return to normal operations.

Who

There are a number of SQGs, three LQGs, two TSDs, and one transporter of hazardous waste in Lomita. There are no hazardous waste cleanup sites in Lomita. **Figure S-5, Hazardous Waste Sites,** shows Lomita's SQGs, LQGs, TSDs, and transporter, as well as active hazardous waste cleanup sites within approximately 1 mile of Lomita city limits.

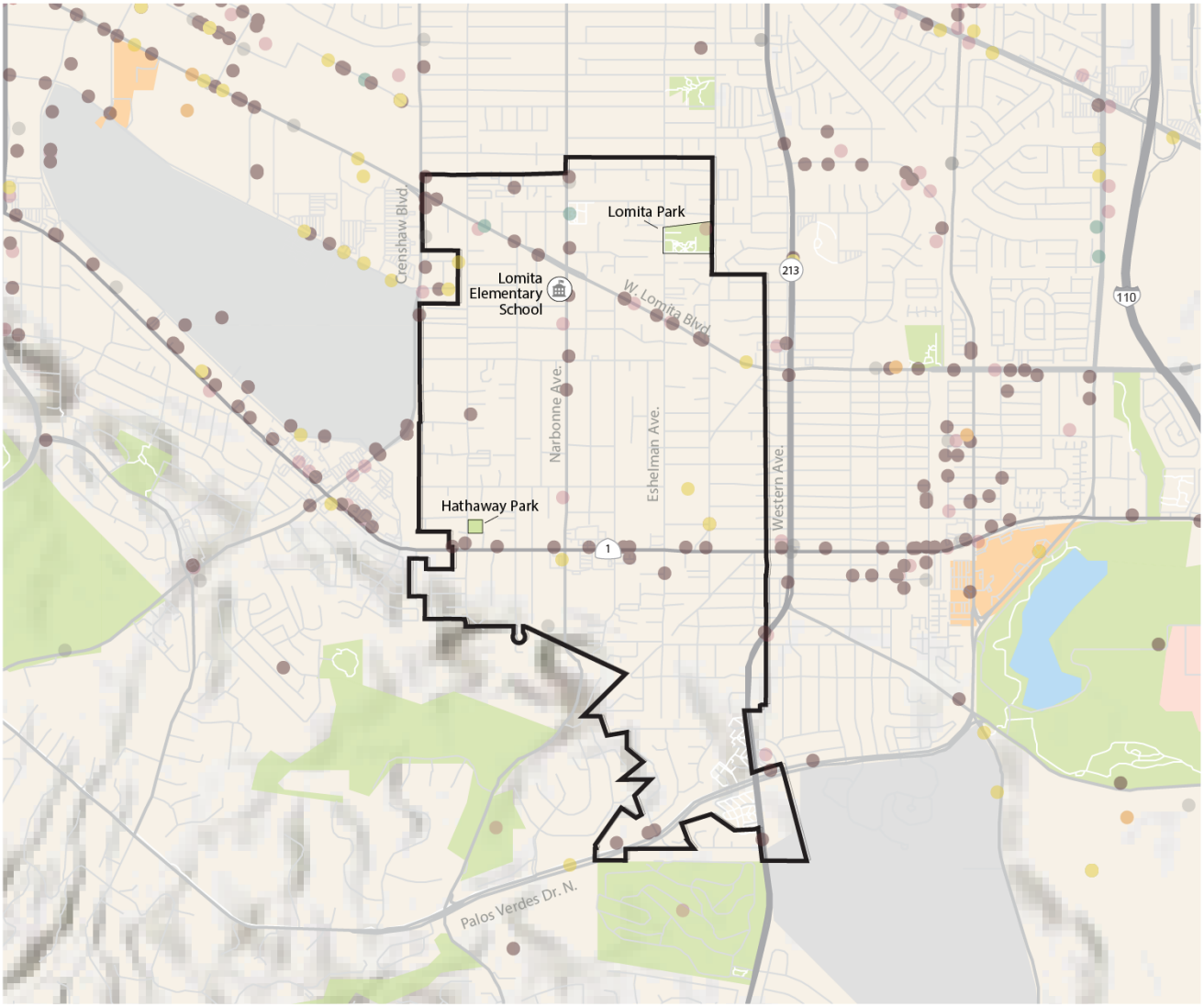
How

The LHMP[24] includes an earthquake action item that would improve internal facility non-structural resistances to damage and injury due to earthquakes, part of which includes a note that hazardous material storage should be secured. The State and Federal governments provide additional regulation of hazardous waste storage and transportation.

The City also addresses household hazardous waste through a collaboration with Los Angeles County. Annual or bi-annual household hazardous waste drop offs are allowed at City Hall. This is promoted through the Lomita e-newsletter and bulletin. The nearest permanent hazardous waste disposal is operated by LA County and is found approximately 3 miles south of the City at the Gaffey Street SAFE Collection Center.

24 City of Lomita 2018.

Figure S-5: Hazardous Waste Cleanup Sites



City of Lomita

Large Quantity Generators (LQG)

Small Quantity Generators (SQGs)

Treatment, storage, and disposal facilities (TSDs)

Transporter

Other Hazardous Waste Sites

Active Clean Up Sites

Inactive Sites

N

3000 feet

Source:
United States Environmental Protection Agency. (2021, February). Geospatial Data Download Service. Retrieved from https://www.epa.gov/frs/geospatial-data-download-service.

WILDFIRES

What

Wildfires are most commonly caused by lightning or humans via electrical equipment and vehicles, and often start unnoticed. They are known to spread more quickly on dry, windy days and move more easily in an uphill direction and in areas with higher-density vegetation. Wildfires are a natural and important part of the ecosystem, but can become more intense and dangerous as a result of climate change and poor land management.

When

Lomita is an almost completely developed community, and the remaining vacant land is limited to scattered parcels. Fires are not likely to occur in Lomita due to its largely urban and developed landscape. However, there is potential for wildfires to occur in nearby fire hazard severity zones, such as in the City of Rancho Palos Verdes, and spill into city limits[25] (see Figure S-6, Fire Hazard Severity Zones). Climate change projections indicate that wildfire may increase in Southern California. Approximately 80% of wildfires occur in the summer and fall, with one-quarter of annual wildfires occurring during Santa Ana wind events. Climate change is likely to intensify the fall fire season by extending the dry season further into Santa Ana wind season.[26]

Where

There are no fire hazard areas located within city limits. Regardless, wildfires can start outside and spread into Lomita, or can create dangerous air pollution by blowing ash into Lomita. The southeast portion of Lomita is located adjacent to a moderate fire hazard severity zone, and the southwest portion of Lomita is located approximately 1 mile from moderate, high, and very high fire hazard severity zones (see Figure S-6). There are no State Responsibility Areas within or near Lomita. Historically, only two wildfires have gotten within a half-mile of the southern edge of Lomita, and none have crossed city limits.

STATE RESPONSIBILITY AREAS

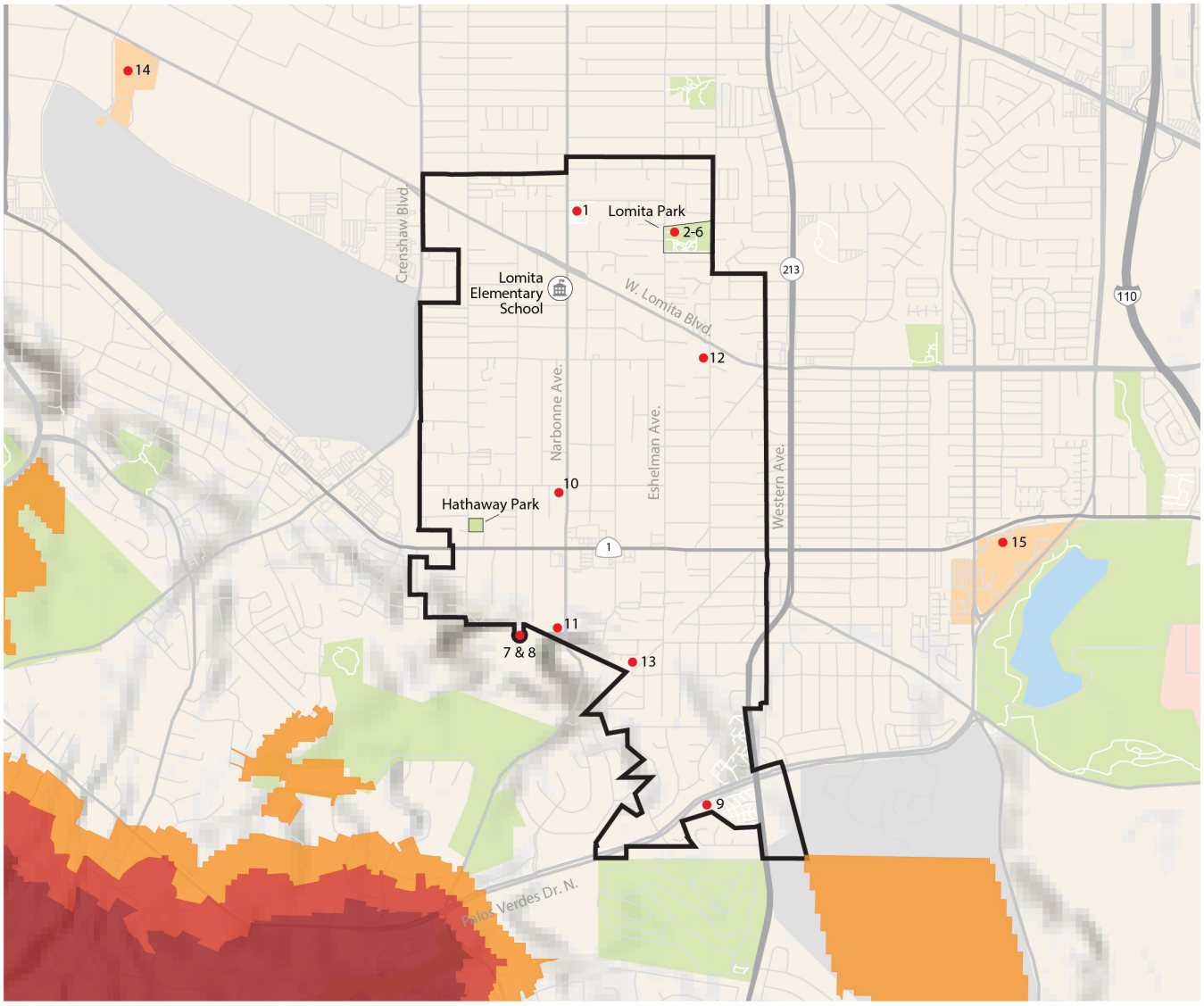
The State Responsibility Area is where CAL FIRE has a legal responsibility to provide fire protection.

Who

Similar to flooding, people can be vulnerable to wildfire due to social isolation and/or physical disabilities that lead to difficulty evacuating. People with pre-existing health conditions, such as asthma, are more sensitive to hazardous air. Additionally, households without access to a car can face difficulty getting groceries or meeting daily needs during hazardous air events.

25 City of Lomita 2018.
26 OPR (Governor's Office of Planning and Research). 2019. California's Fourth Climate Change Assessment. Los Angeles Region Report. Accessed December 30, 2020. https://www.energy.ca.gov/sites/default/files/2019-11/Reg%20Report-%20SUM-CCCA4-2018-007%20LosAngeles_ADA.pdf.

Figure S-6: Fire Hazard Severity Zones



Source: CAL FIRE, Office of the State Marshal, (2020). Fire Hazard Severity Zones Maps. Retrieved December 20, 2020, from https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

How

Planning for evacuation and creating defensible spaces in new and existing developments are key to mitigating the risk of wildfire. The City takes part in the HMGP, which helps states and local governments implement long-term hazard mitigation measures for natural hazards by providing federal funding following a federal disaster declaration. The HMGP applies to projects that would retrofit structures to minimize damage from wildfires, among other natural hazards, and that would plant fire-resistant vegetation in potential wildland fire areas. The LHMP does not have mitigation measures directly for wildfire mitigation because Lomita is not located in a fire hazard severity zone; however, mitigation measures such as protecting power lines and infrastructure from potential windstorm damages indirectly prevent potential urban fires from occurring. The City has adopted the California Fire Code as amended by Los Angeles County, which regulates fuel modification and defensible space regulations. Lomita also regulates address signage on homes, which is an aspect of fire and emergency response. The City currently allows address nameplates to a certain size, although the municipal code does not specify the location of these or require them. Vegetation clearance maintenance along roadways is another aspect that impacts fire mitigation, evacuation, and emergency response. The roadway clearance is under the jurisdiction of the road owner, which in most cases is the City of Lomita, but also includes Caltrans for Pacific Coast Highway and Western Avenue, which are designated state highways. Lomita does not maintain any fuel breaks within city limits.

The City's actions are important, but many wildfire risks come from outside city limits, making other municipal efforts noteworthy for the safety of Lomita's residents. Under extreme wind and drought conditions, fire can quickly travel through jurisdictions, across open spaces, riparian corridors, structures, and large lot residential tracts of land. One way that communities address wildfire is through the formation of fire safe councils; however, there are no fire safe councils within 30 miles of Lomita. Communities also develop Community Wildfire Protection Plans to mitigate fire risk and become competitive for grant funding. Fires originating from the City of Rolling Hills Estates are the most direct fire risk to Lomita, but no Community Wildfire Protection Plan has been developed for Rolling Hills Estates. The closest city to complete a Community Wildfire Protection Plan was the City of Rolling Hills in 2020. This plan prioritizes fire mitigation, community preparedness, and evacuation strategies for Rolling Hills, and these efforts can benefit Lomita by reducing nearby fire risk which could, if not contained, spread fire into the adjacent Rolling Hills Estates and then into Lomita's city limits.[27]

EMERGENCY PREPARATION AND RESPONSE

Emergency preparation and response are important components in ensuring residents are ready for hazards and first responders can adequately serve residents in the event of a hazard. The City has an Emergency Operations Plan which informed this element and acts as an extension to the State of California Emergency Plan and the Los Angeles County Operation Area Emergency Operations Plan.[28]

Preparedness

The Los Angeles County Fire Department provides fire response services in Lomita. The Los Angeles County Fire Department regularly visits schools and provides community-level response education through its Community Emergency Response Team (CERT) training program. CERT programs educate volunteers about disaster preparedness and basic response skills, such as fire safety and medical response.

27 City of Rolling Hills. (2020, July). Community Wildfire Protection Plan. https://www.rolling-hills.org/CWPP_final_2020-09-10_v2020.1.pdf
28 City of Lomita. (2017, August 23rd). Emergency Operations Plan. https://lomitacity.com/wp-content/uploads/2021/12/EOP-Basic-Plan-11-27-17.pdf.
29 Lomita, California, Municipal Code Title 8, Chapter 20 § 170 (2016).

Response

The Los Angeles County Fire Department and Los Angeles County Sherriff Department respond to small- and large-scale hazard events in Lomita. Currently, the City's response capacity meets the needs of the community; however, hard-to-reach populations with functional and medical needs still face challenges evacuating. Regarding mutual aid and coordination, the City of Lomita is located within OES Mutual Aid Region I, and the OES Southern Administrative Region. During local emergencies, mutual aid is requested by the Incident Commander. The City of Lomita's Emergency Operation Plan includes recommended National Incident Management System and Standardized Emergency Management System trainings, which the City of Lomita bases its training decisions on for designated emergency personnel. Another important aspect of emergency response includes having visible and legible addresses present on residences, which allows emergency personnel to respond quickly to calls. The City has amended the California Fire Code to create legible and visible address requirements, which vary in required height dependent upon the distance of the address signage from the street or road fronting the property.[29]

EMERGENCY RESPONSE FACILITIES

Emergency response facilities are those activated during an emergency and used to respond to the hazard. The City contracts with the Los Angeles County Fire Department for fire protection and other fire-related services. There is one fire station, Fire Station No. 6, located at 25517 Narbonne Avenue, in Lomita. This fire station is located on the southwestern side of Lomita, which is near the fire hazard severity zones located to the southwest, outside of city limits.

CRITICAL FACILITIES

Critical facilities are places essential to the function of the City or public buildings that can be used to gather people and equipment during hazard response and recovery. According to the LHMP, there are 12 critical and essential facilities that are vulnerable to hazards, as shown in Figure S-7, Critical Facilities.[30]

NON-CRITICAL PUBLIC FACILITIES

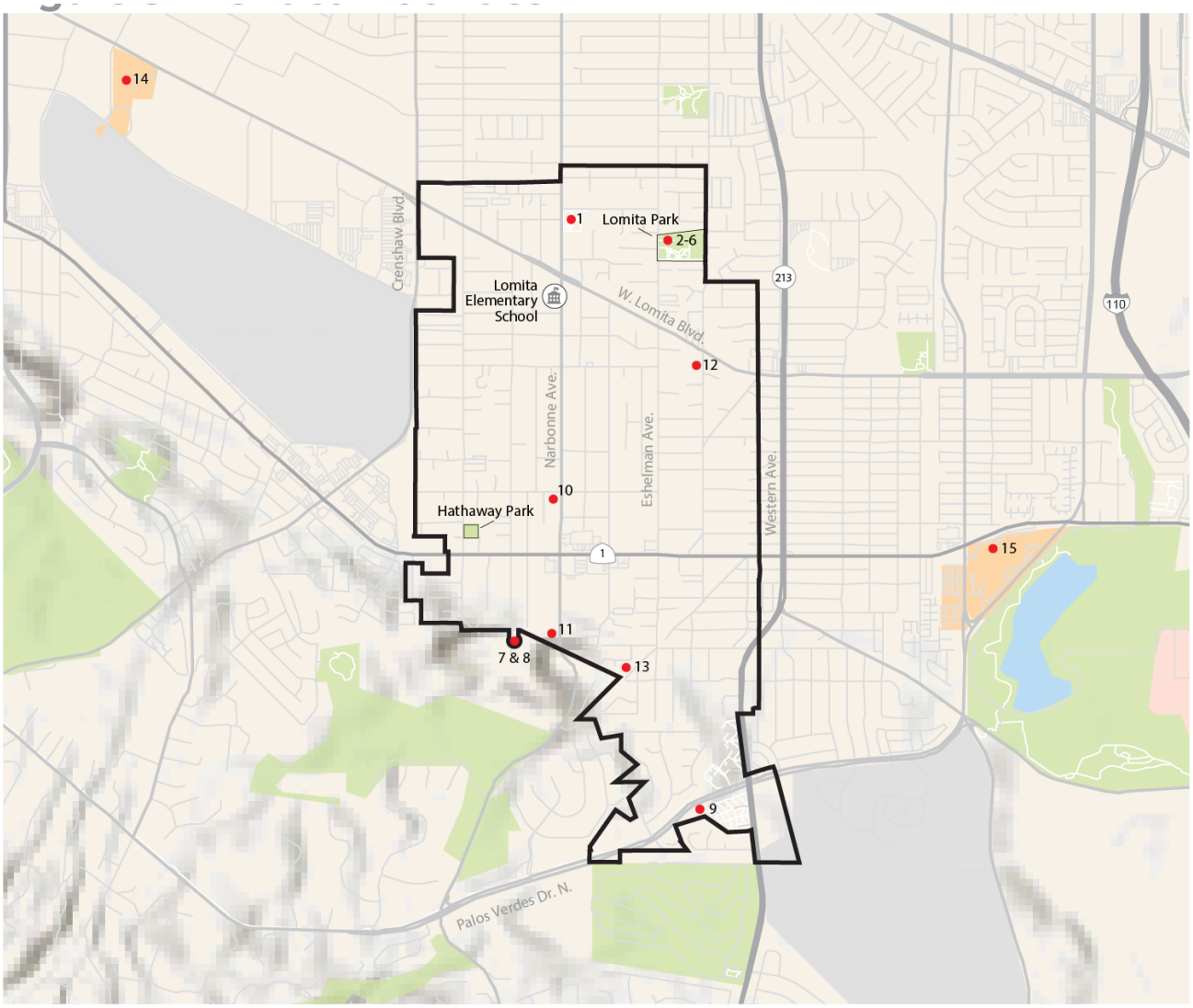
Non-critical public facilities are those that can be used for hazard recovery to gather resources, distribute information, or serve as shelters. These are generally flexible facilities that can be activated and would likely not all be used at once during a hazard event. Non-critical facilities can also serve as cooling facilities that provide air condition during extreme heat events. Some non-critical public facilities include Lomita's three schools and its public library.

EVACUATION ROUTES

In the event of an extreme fire, flood, or other circumstances, evacuation may be necessary. To preserve the lives of Lomita residents, it is important to ensure that the routes used for evacuation are unobstructed and in good condition. Evacuation routes in Lomita include Pacific Coast Highway, Western Avenue, Narbonne Avenue, Lomita Boulevard, and Crenshaw Boulevard, as shown in Figure S-8, Evacuation Routes. These evacuation routes are outside of flood, fire, landslide and liquefaction hazard areas in the City, and different routes can be activated as necessary to avoid hazards outside the City.

30 City of Lomita 2018

Figure S-7: Critical Facilities



City of Lomita

Critical Facility

N

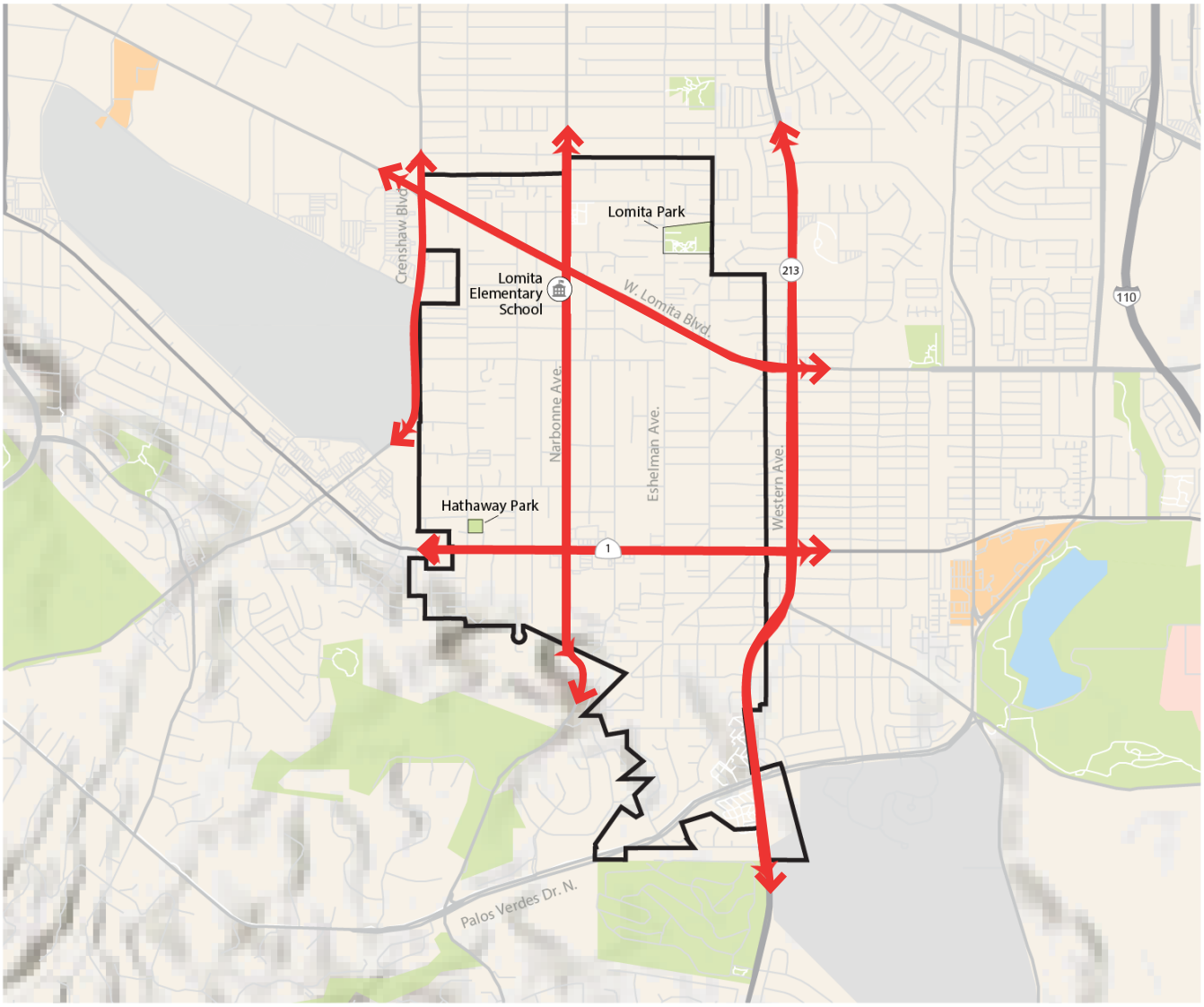
3000 feet

Source: City of Lomita. 2018b. Hazard Mitigation Plan (Final Plan). Approved August 18, 2018. Accessed December 20, 2020. https://lomitacity.com/wp-content/uploads/2021/11/Lomita-Hazmit-Plan-12-18-18.pdf.

These facilities consist of the following, with a corresponding number on **Figure S-7**:

1. City Hall
2. Lomita Park's Tom Rico Recreation Center
3. Lomita Park's Stephenson Center
4. Lomita Water Maintenance
5. Public Works Building
6. Los Angeles County Public Works Yard
7. Cypress Water Production Facility
8. Well Number 5
9. Harbor Hills Elevated Reservoir
10. Los Angeles County Fire Department – Fire Station Number 6
11. Los Angeles County Sheriff Department (Lomita Station)
12. Water Pump Station
13. Water Pump Station
14. Torrance Memorial Medical Center
15. Kaiser Permanente Hospital and Medical Center

Figure S-8: Evacuation Routes



Source: City of Lomita. 2018b. Hazard Mitigation Plan (Final Plan). Approved August 18, 2018. Accessed December 20, 2020. http://www.lomita.com/cityhall/emergency_preparedness/Lomita-Hazmit- Plan-12-18-18.pdf.

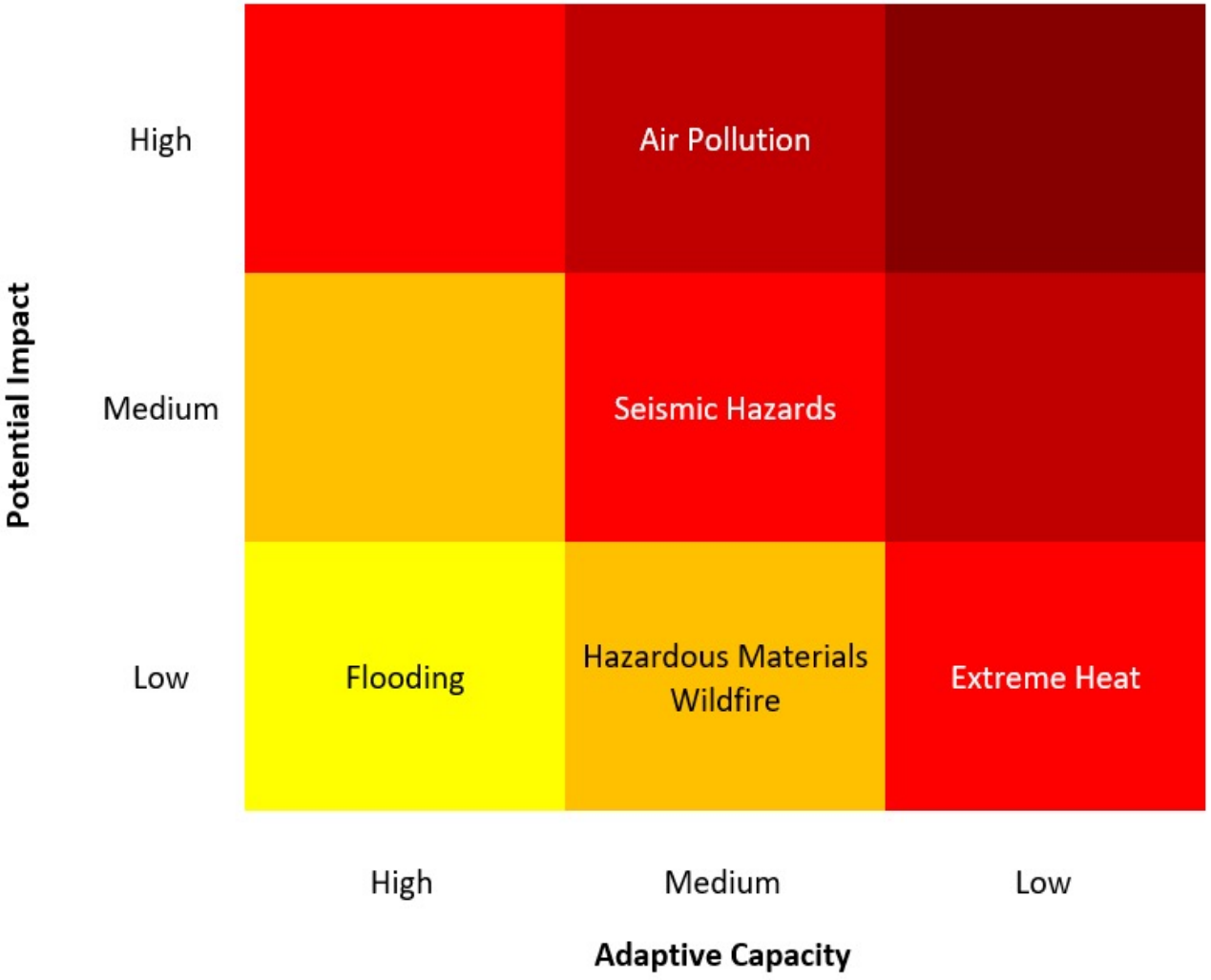
FINDINGS

Based on the above analysis of each hazard, Lomita is most at risk from air pollution, extreme heat, and seismic hazards (see Figure S-9). The risk level for each hazard was determined by looking at the potential impact for each hazard in the next 20 years (high, medium, low) and the City's current adaptive capacity (high, medium, low). The potential impact is determined by how likely a hazard is to occur and how deadly and/or damaging it could be. This is generally assessed by whether there are hazard zones in or near a community (such as a fire hazard or flood zone), if there are large populations or important facilities in those zones, the historic impact of that hazard, and/or the potential role of climate change. The adaptative capacity is assessed by how well the public is educated and prepared for a hazard, if there are a high number of vulnerable people, the emergency alert and evacuation capacity, and if important facilities (including homes) meet hazard reduction standards through building materials and structural requirements.

ADAPTIVE CAPACITY

Adaptive capacity is the City's current capacity to respond to a hazard. This is determined by how well the City's plans and programs mitigate or prepare for a hazard.

Figure S-9: Hazard Risk



Air Pollution

Residents of Lomita are exposed to chronic air pollution on a daily basis from adjacent freeways, and could be exposed to hazardous smoke events from wildfire in nearby wildfire risk areas. Additionally, the high proportion of people who walk, bike, or take the bus to work are more exposed to air pollution than the average resident. The City does not currently have a comprehensive urban forestry plan or air pollution reduction plan to adequately mitigate air pollution in Lomita.

Extreme Heat

Extreme heat is potentially the deadliest hazard for Lomita, and heat waves are projected to happen more often and last longer as a result of climate change. Due to its proximity to the ocean, Lomita does not experience extreme heat to the same extent as inland communities, but in areas of Lomita with more paved surfaces and fewer trees, the effects of extreme heat can be worse because the urban environment cannot cool off at night. Lomita does not currently have designated cooling centers or an urban forestry plan to help reduce the risk of heat-related illness.

Seismic Hazards

Similar to many Southern California communities, an earthquake could occur in Lomita at any time. The city-owned Tom Rico Center Gymnasium could pose risk in the event of a seismic hazard due to its age. Additionally, 215 buildings in Lomita were built before 1930.

Wildfire

Although there are no wildfire hazard zones in Lomita, Lomita is adjacent to significant wildfire risk areas in Ranchos Palos Verdes. Historic wildfires have encroached on Lomita's western and southern boundaries, and embers could potentially set fire to buildings in Lomita. Lomita does not have defensible space or other fire safe building standards above what is required by the State, and a significant number of older buildings do not meet the current California Building Code.

3

GOALS, POLICIES, AND ACTIONS

Goals, Policies, and Actions

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

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

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

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

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

Policy 1.2: Reduce air pollution from mobile sources.

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

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

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

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

Action 1.3a: Adopt a tree species guide that prioritizes trees based on having low water needs, high canopy coverage, and adaptability to climate change and future environmental conditions.

Action 1.3b: Maintain no more than 5% of one species, 10% of one genus, and 20% of one family in the City tree inventory.

Action 1.3c: Develop tree-protection and heritage tree guidelines to encourage developers, residents, and businesses to preserve and maintain healthy trees on private property.

Action 1.3d: Encourage a public/private partnership with local businesses, religious organizations, community groups, and neighborhood associations to establish a free private property tree program that annually distributes trees to City residents and small businesses and prioritizes the distribution of trees to low-income households.

Action 1.3e: Update the landscape ordinance to increase the number of shade trees in surface parking lots for all new developments.

Action 1.3f: Plant and maintain shade trees along all City streets. Prioritize tree planting based on the existing tree canopy and the population's vulnerability to extreme heat. Where possible, integrate shade trees with bike and pedestrian infrastructure.

Policy 1.4: Adopt policies and standards for the built environment that reduce the urban heat island effect.

Action 1.4a: Adopt cool pavement standards that incentivize the use of materials with increased solar reflectance in streets and parking lots.

Action 1.4b: Encourage compliance with the Green Building Standards Code for use of cool roof materials and green roofs.

Goal 2: A city designed to minimize risks from hazards.

Policy 2.1: Seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.

Action 2.1a: Prioritize the seismic retrofits of critical facilities that are utilized in hazard response and recovery.

Action 2.1b: Coordinate with relevant utility service providers to develop a plan for temporary bypasses for all major utility systems (water, sewer, gas) in accordance with anticipated seismic event damage, as identified in the Lomita Hazard Mitigation Plan.

Policy 2.2: Encourage voluntary and mandatory participation in seismic retrofits to improve the seismic safety of all housing, while ensuring that structural improvements do not lead to displacement.

Action 2.2a: Require seismic retrofits for major renovations in accordance with Historic and Building Code provisions.

Action 2.2b: Require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards.

Policy 2.3: Continue to require appropriate seismic and soil studies to reduce risk for new buildings and infrastructure.

Action 2.3a: Continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed civil engineer for all buildings and structures supported on fill.

Action 2.3b: Continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with the Building Code.

Action 2.3c: Continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist.

Policy 2.4: Maximize fire resistance of existing and planned development and infrastructure.

Action 2.4a: Identify areas vulnerable to fire due to inadequate water supply for firefighting and implement improvements (e.g., expansion of water supply, storage hydrants).

Action 2.4b: Monitor changes in State and county fire, building, and residential codes and adopt changes and modifications as needed.

Action 2.4c: Expand code enforcement activities to reduce risk of fire related to unsafe structures or hazardous conditions related to vegetation or outdoor storage.

Policy 2.5: Minimize the risk of safety hazards related to the operation of the Torrance Municipal Airport.

Action 2.5a: Ensure that land use decisions for development within the airport influence area and runway protection zone are consistent with the FAA standards contained within the Los Angeles County Airport Land Use Plan.

Goal 3: A city prepared for disasters.

Policy 3.1: Conduct inclusive hazard preparation and education.

Action 3.1a: Work with local schools to create age-appropriate preparedness classes.

Action 3.1b: Work with local places of worship and local non-profits to create disaster kits for lower-income households and vulnerable populations. This should include both disaster supplies and guidance on how to collect and store important documents.

Action 3.1c: Regularly meet with community leaders that represent vulnerable populations, including seniors, to maintain continuous two-way communication. This should include surveys and other needs assessments to refine notification and response policies.

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

Action 3.1e: Review and update the City's Hazard Mitigation Plan every five years.

Policy 3.2: Engage the broader community to identify and train emergency response volunteers.

Action 3.2a: Coordinate with the fire department to assist in the recruitment and training of neighborhood-based emergency response team volunteers such as Community Emergency Response Teams (CERTs).

Action 3.2b: Partner with local organizations to recruit a culturally and linguistically diverse range of CERT volunteers. Ensure CERT recruiting includes a broad range of community members and leaders.

Action 3.2c: Convene and regularly train neighborhood-based emergency response teams (e.g., CERTs), incorporating climate change response and recovery.

Policy 3.3: Evaluate and improve capacity of stormwater infrastructure for high-intensity rainfall events.

Action 3.3a: Identify streets and intersections that flood regularly and are ideal candidates for bioswales.

Action 3.3b: Develop a green streets program to support a sustainable approach to stormwater, drainage, groundwater recharge, and landscaping and incorporate green streets standards and guidelines in all streetscape improvements.

Policy 3.4: Regulate the use, transport, and disposal of hazardous materials.

Action 3.4a: Restrict transport of hazardous materials within Lomita to routes designated for such transport.

Action 3.4b: When appropriate, require new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies, including any required cleanup measures.

Action 3.4c: Require new development that handles toxic, flammable, or explosive materials in such quantities that would, if released or ignited, constitute a significant risk to adjacent human populations or development to conform to the applicable State or Federal materials handling and emergency response plans.

Action 3.4d: Educate the public on household hazardous wastes and the proper methods and locations of disposal.

Policy 3.5: Site and design public facilities to increase resilience.

Action 3.5a: Continue to design new critical facilities to minimize potential flood and fire damage. Such facilities include those that provide emergency response like hospitals, fire stations, police stations, civil defense headquarters, utility lifelines, and ambulance services. Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities with capacities greater than 100 people.

Action 3.5b: Install generators on selected facilities to ensure continuous power for use at shelters, Lomita Park, and/or alternate seats of government.

Action 3.5c: Install refrigerators at resilience centers, such as existing cooling centers and emergency shelter locations, to provide storage for medication in black out or other hazard events.

Action 3.5d: Perform an audit on community resilience centers to identify deficiencies in Americans with Disabilities Act compliance, availability of contactless water fountains, and appropriate earthquake retrofits.

Action 3.5e: Work with local organizations to distribute food and pop-up food pantries at resilience centers during hazard events.

Action 3.5f: Include information on regional assistance programs at resilience hubs in all appropriate languages prior to a hazard event.

Goal 4: Emergency response designed to serve a range of community needs.

Policy 4.1: Maintain participation in local, regional, State, and national mutual aid systems and regional trainings to ensure that appropriate resources are available for response and recovery during and following a disaster.

Action 4.1a: Conduct annual training sessions using adopted emergency management systems. Coordinate with other jurisdictions to execute a variety of exercises to test operational and emergency plans.

Action 4.1b: Train and conduct mock exercises with first responders in hazardous materials response field operations and decontamination.

Action 4.1c: Work with CAL FIRE and other regional agencies to regularly update the existing wildfire hazard zones and evacuation routes mapping using geographic information system.

Action 4.1d: Work with CAL FIRE and other regional agencies to develop appropriate improvements needed for fire suppression operations.

Policy 4.2: Include in emergency response procedures provisions for vulnerable populations and neighborhoods with low rates of car ownership.

Action 4.2a: Develop a voluntary vulnerable population registry and subsequent priority list to help responders better provide services and meet the needs of those most in need.

Action 4.2b: Coordinate a Know Your Neighbor Program where community leaders and neighbors provide resources and check in on vulnerable populations during hazard events where people shelter at home.

Policy 4.3: Prioritize roadway Capital Improvement Projects that function as evacuation routes.

Action 4.3a: Maintain emergency evacuation routes. Ensure that street widths, paving, and grades meet the requirements of the State Fire Code and the Los Angeles County Consolidated Fire Codes. Work with the City's geographic information system (GIS) mapping services to identify any residential areas that do not have at least two emergency evacuation routes.

Action 4.3b: In coordination with Southern California Edison, create and implement a plan that identifies important traffic signals along evacuation routes to connect to backup power sources in the event of power failure.

Policy 4.4: Ensure the Emergency Operations Center (EOC) has adequate capacity to respond to hazard events.

Action 4.4a: Periodically review technology used to support the EOC to ensure systems are updated and effective, including City geographic information system.

Action 4.4b: Update EOC equipment and supplies as necessary to ensure effectiveness.

Action 4.4c: Continue EOC training and exercise plan for City staff with EOC responsibilities, and cross train City staff at various EOC positions.

Action 4.4d: Expand staff training by conducting regularly scheduled online EOC training for EOC staff. Include extended training formats as applicable.

Goal 5: A city that builds back stronger.

Policy 5.1: Develop post-disaster recovery plan for critical assets and roads.

Action 5.1a: Develop measurable targets for post-disaster restoration of critical infrastructure including water,
sewer, electricity, gas, communications, and transportation systems.

Action 5.1b: Identify resilience hubs throughout Lomita to serve as aid and food distribution centers after a disaster.

Policy 5.2: Support the efficient and flexible rebuilding of private property after a hazard event.

Action 5.2a: Adopt emergency land use procedures that address displacement and redevelopment of properties that are severely damaged as a result of a major earthquake or catastrophic event.

Action 5.2b: Create streamlined post-disaster recovery standards to facilitate efficient permit processing for homeowners and businesses that need to rebuild after a disaster.

Policy 5.3: Support post-disaster strategies that prioritize the needs of vulnerable populations.

Action 5.3a: Adopt redevelopment incentives for lower-income housing development to prevent the displacement of vulnerable households.

Action 5.3b: Create processes for the provision of temporary, safe housing while communities plan for permanent, sustainable housing.

Action 5.3c: Provide regulatory relief for the post-disaster redevelopment of local businesses and housing for lower-income households.