

### **3.0 GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING**

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Section 15125 of the State *CEQA Guidelines* requires that an EIR include a description of the existing environment. This chapter provides a general overview of the environmental setting for the Project, however, detailed information on existing conditions is provided for each environmental topic studied in Chapter 4.0, Environmental Impact Analysis. This chapter also provides an overview of related projects that are considered in evaluating cumulative impacts.

#### **A. OVERVIEW OF ENVIRONMENTAL SETTING**

##### **1. On-Site Conditions**

The Harbor-UCLA Medical Center Campus is located on a 72-acre property at 1000 West Carson Street in Torrance, California. The Medical Center Campus is located in the unincorporated County of Los Angeles community of West Carson, which roughly encompasses the 2.3-square-mile area between the Harbor Freeway (I-110) on the east and Normandie Avenue on the west, and Del Amo Boulevard on the north and Lomita Boulevard on the south. The Medical Center Campus is bordered by Carson Street on the north, 220<sup>th</sup> Street on the south, Vermont Avenue on the east, and Normandie Avenue on the west. The Harbor Freeway (I-110) is located one block (approximately 800 feet) east of the Medical Center Campus and the San Diego Freeway (I-405) is located approximately two miles to the north and northeast. The Site is located within a network of regional transportation facilities providing connectivity to the larger region. The Metro Transit Station at Carson Street is located approximately 0.1 miles to the east, adjacent to the Harbor Freeway.

Surrounding communities include the cities of Gardena, Lawndale, and Hawthorne to the north; the City of Carson, east of the Harbor Freeway; the Harbor Gateway community, part of the City of Los Angeles, and the City of Torrance to the west; and to the south, the Harbor City community, part of the City of Los Angeles, and the City of Lomita. The Existing Hospital, related treatment facilities, and the majority of Medical Center Campus support facilities (i.e., facilities management and utilities) occupy the eastern third of the Harbor-UCLA Medical Center Campus, while buildings occupied by LA BioMed take up the majority of the central Medical Center Campus, and outpatient services, including MFI and the related Imaging Center, CII, and other facilities, occupy the western end of the Medical Center Campus. Patient diagnostic facilities, administration offices, and additional facilities management functions are scattered throughout the Medical Center Campus.

##### **2. Surrounding Uses**

The Project vicinity is highly urbanized and generally built-out. Carson Street, to the north, is largely developed with commercial uses, primarily neighborhood retail businesses and medical/dental services. The Harbor-UCLA Medical Center Employee Children's Center (Child Care Center) and a multifamily residential apartment complex, Harbor Cove Villa, are located outside the Harbor-UCLA Medical Center Campus on Carson Street just west of the intersection with Vermont Avenue. The area north of Carson Street is a predominantly single-family residential neighborhood. Vermont Avenue, bordering the Harbor-UCLA Medical Center Campus to the east, is developed with a mix of neighborhood retail uses and medical services just north and south of Carson Street, while the southern half of the block facing the Harbor-UCLA Medical Center Campus, at 219<sup>th</sup> Street, is developed with a condominium complex, Torrance Park Villas, and Starlite Trailer Park and Rainbow Mobile Home Park, which back up to the Harbor Freeway on the west. Wholesale

and light industrial uses, primarily warehouses and truck distribution centers, are located to the southeast along 220<sup>th</sup> Street. Single-family and multi-family residential neighborhoods border the Harbor-UCLA Medical Center Campus to the south, across 220<sup>th</sup> Street, as well as to the west, across Normandie Avenue within the Harbor City community of Los Angeles; the abandoned Union Pacific Railroad right-of-way along the west side of Normandie Avenue serves as a setback for residential uses to the west. An off-site surface parking lot serving LA BioMed is located across 220<sup>th</sup> Street from the Harbor-UCLA Medical Center Campus.

### 3. Existing Conditions

The existing Harbor-UCLA Medical Center Campus was originally laid out as a military installation in the 1940s. The Existing Hospital Tower, related treatment facilities, and the majority of Medical Center Campus support facilities (i.e., facilities management and utilities) occupy the eastern third of the Harbor-UCLA Medical Center Campus, while LA BioMed takes up the majority of the central Medical Center Campus, and outpatient services, including MFI and the related Imaging Center, CII, and other facilities, occupy the western end of the Medical Center Campus. Patient diagnostic facilities, administration offices, and additional facilities management functions are scattered throughout the Medical Center Campus. The facilities on the Medical Center Campus total approximately 1,279,284 square feet.

LA BioMed presently occupies a number of older buildings (World War II-era structures) scattered throughout the central portion of the Harbor-UCLA Medical Center Campus and is proposing to consolidate its operations within a 11.4-acre leasehold (LA BioMed Campus) in the south-central portion of the Medical Center Campus. Four new buildings have been constructed on the LA BioMed Campus since 2000 and LA BioMed will eventually vacate approximately 94,754 square feet of floor area it occupies elsewhere on the larger Medical Center Campus as it consolidates.

The Harbor-UCLA Professional Building houses nine clinical departments that provide a range of clinical subspecialties, a laboratory, radiology, nuclear medicine and a pharmacy.

CII occupies a 23,435-square-foot facility known as its Burton E. Green Campus in the northwestern corner of the Harbor-UCLA Medical Center Campus, near the intersection of Carson Street and Normandie Avenue.

The existing layout of the Harbor-UCLA Medical Center Campus reflects its piecemeal growth over time, and the aging buildings and infrastructure have become inefficient to operate and maintain, contributing to serious logistical obstacles and service deficiencies. The Existing Hospital Tower (including the PCDC) and outpatient clinics are currently running at or near capacity, with no physical room for growth. Other facility and programmatic shortfalls include a lack of on-site amenities for patients and visitors and a shortage of adequate teaching space for the medical school internship and continuing education programs.

Detailed descriptions of the environmental settings have been prepared for each of the environmental topics in this Draft EIR. For more detailed descriptions of existing conditions that are specific to each of the environmental issues analyzed in this Draft EIR, see Chapter 4.0, Sections 4.A. through 4.M.3.

## B. RELATED PROJECTS

CEQA requires that EIRs analyze cumulative impacts. As defined in the State CEQA Guidelines Section 15355, a cumulative impact refers to “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” State CEQA Guidelines Section 15130(a) states that an EIR must discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in Section 15065 (a)(3). Where a lead agency is examining a project with an incremental effect that is not “cumulatively considerable,” a lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR must briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A lead agency may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant.

In addition, State CEQA Guidelines Section 15130(b) states that the analysis of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great of detail as provided for the effects attributable to the project alone. Instead, the discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of the other projects which do not contribute to the cumulative impact.

A project has “cumulatively considerable” or significant cumulative impacts, when its incremental effects “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.”

For an adequate discussion of significant cumulative impacts, the State *CEQA Guidelines* (Section 15130(b)(1)(A) and (B)) allow an EIR to determine cumulative impacts and reasonably foreseeable growth based on either of the following methods:

- A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, projects outside of the County's jurisdiction or control;
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental planning document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

For the purposes of the cumulative impacts analysis for the proposed Master Plan Project, the County has incorporated into its analyses the method of a list of related projects for evaluating cumulative effects. Based on information provided by the County of Los Angeles Department of Public Works, Traffic and Lighting Division (LACDPW Traffic and Lighting Division) and the neighboring jurisdictions of Los Angeles, Carson, and Torrance, a list of past, present and probable future projects in the Project vicinity has been prepared for this Draft EIR. Specifically, data describing cumulative projects in the area was developed using information obtained from Los Angeles County Department of Regional Planning (LACDRP), City of Los Angeles Department of Transportation (LADOT), City of Carson Department of Planning and City of Torrance Department of Planning. The list of identified related projects is provided in **Table 3-1, Related Projects List**, with the locations of each of the related projects listed in **Figure 3-1, Related Projects Map**. The radius was

developed by the Project traffic engineer in consultation with the LACDPW Traffic and Lighting Division in the course of preparing the Memorandum of Understanding that defines the traffic analysis procedures. Although the projects listed in Table 3-1 serve as the primary bases for evaluation of cumulative impacts, the approach to these analyses vary for certain environmental issues. The cumulative analyses for each environmental issue are provided in their applicable sections in Chapter 4.0, Environmental Impact Analysis, of this Draft EIR.

**Table 3-1****Related Projects List**

<b>ID</b>	<b>JURISDICTION</b>	<b>PROJECT LOCATION</b>	<b>LAND USE</b>	<b>SIZE</b>
1	County	24500 Normandie Ave	Apartments Retail	112 du 3.900 ksf
2	County	1028 W 223 <sup>rd</sup> St	Condos	19 du
3	County	22700 Meyer St	Condos	60 du
4	County	19208 S Vermont Ave	Condos	20 du
5	Carson	440 Sepulveda Blvd	Apartments	11 du
6	Carson	628 Lincoln St	Single Family	3 du
7	Carson	616 E Carson	Apartments Retail	152 du 13.000 ksf
8	Carson	19220 S Main St	Driver Training Facility	65.000 ksf
9	Carson	402 E Sepulveda Blvd	Apartments Retail	65 du 3.000 ksf
10	Carson	21521 S Avalon Blvd	Apartments Retail	357 du 32.000 ksf
11	Carson	23401 S Avalon Blvd	Retail	6.300 ksf
12	Carson	21791 Moneta Ave	Apartments	13 du
13	Carson	20920 Chico St	Medical	11.340 ksf
14	Carson	22303 Avalon	Automated Car Wash Office Space	4.673 ksf 0.480 ksf
15	Carson	Carson Marketplace	Regional Retail Neighborhood Retail Residential Hotel Restaurants Commercial Recreational	1,370.000 ksf 130.000 ksf 1550 du 300 rooms 81.125 ksf 214.000 ksf
16	Los Angeles	1311 W Sepulveda Blvd	Apartments Retail	352 du 17.904 ksf
17	Los Angeles	21176 S Western Ave	Retail	0.836 ksf
18	Los Angeles	20805-22341 S. Normandie Ave	Single Family	63 du
19	Torrance	1640 Cabrillo Ave	Apartments Retail	44 du 3.700 ksf
20	Torrance	1752 Border Ave	Warehouse Automobile Care Center	10.000 ksf 3.000 ksf
21	Torrance	570 Alaska Ave	Warehouse	31.015 ksf
22	Torrance	2540 Sepulveda Blvd	Automobile Care Center	2.525 ksf

Table 3-1 (Continued)

## Related Projects List

<b>ID</b>	<b>JURISDICTION</b>	<b>PROJECT LOCATION</b>	<b>LAND USE</b>	<b>SIZE</b>
23	Torrance	465 Crenshaw Blvd	Transit Center	17.800 ksf
24	Torrance	23625 Arlington Ave	Apartments	14 du
25	Torrance	20405 Gramercy Place	Light Industrial	17.000 ksf
26	Torrance	1750 214 <sup>th</sup> St/1600 Abalone St	Warehouse Manufacturing	30.000 ksf 13.000 ksf

Source: Fehr and Peers Traffic Study, 2016

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1 Related Projects



### Related Projects Map

Harbor-UCLA Medical Center Master Plan  
 Source: Fehr & Peers Traffic Study, 2016.

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