Table 4.8-3 indicates that most of the Project's emissions (approximately 91 percent) would be from energy and mobile sources. As noted above, energy and mobile sources are targeted by statewide measures such as continued implementation of the Renewable Portfolio Standard (the target is now set at 60 percent renewables by 2030) and extension of the Cap and Trade program (requires reductions from industrial sources, energy generation, and fossil fuels). The Cap and Trade program covers approximately 85 percent of California's GHG emissions as of January 2015. The statewide cap for GHG emissions from the capped sectors (i.e., electricity generation, industrial sources, petroleum refining, and cement production) began in 2013 and will decline approximately three percent each year, achieving GHG emission reductions throughout the program's duration. The passage of AB 398 in July 2017 extended the Cap and Trade program's duration from 2020 to 2030.

Table 4.8-3 shows that the proposed Project would not exceed the SCAQMD's proposed GHG threshold of 3,000 $MTCO_2e$ per year.[28] In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions (approximately 91 percent of total Project emission) would continue to decline in the future. Project-related GHG emissions would be less than significant, and no mitigation is required.

TABLE 4.8-3: PROJECT GREENHOUSE GAS EMISSIONS

Emissions Source	$MTCO_2e$ per Year
Construction Amortized Over 30 Years	30
Area Source	2
Energy	214
Mobile	839
Waste	13
Water and Wastewater	54
Total	1,152
SCAQMD Project Threshold	3,000
Exceeds Threshold?	No

Source: CalEEMod version 2016.3.2; see Appendix A for model outputs.

[28] On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO2e annually. 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 Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments. The numeric bright line and efficiency-based thresholds were 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 for determining whether GHG emissions from a proposed project are significant.

4.8b Would the project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. See **Appendix D** for a detailed discussion concerning GHG-related plans, policies, and regulations.

In 2015, the City of Gardena adopted the EECAP to improve energy efficiency and reduce GHG emissions. The City also adopted a CAP in 2017. To develop this EECAP, a GHG emissions inventory was conducted to determine baseline GHG emissions from the community and from municipal operations for calendar year 2005 and 2012. A forecast was made of business-as-usual emissions in the absence of any emissions reduction actions. This forecast was then adjusted to account for the emissions reduction expected from statewide policies. The 2017 CAP uses the same inventories and reduction targets. To meet the City's GHG reductions target, the City would implement the additional local energy efficiency and GHG reduction measures described in the EECAP and CAP. Reaching the emissions reduction goals requires that residents, businesses, and City government work together.

The proposed Project would be subject to compliance with all building codes in effect at the time of construction, which include energy conservation measures mandated by California Building Standards Code Title 24 – Energy Efficiency Standards. Because Title 24 standards require energy conservation features in new construction (e.g., high- efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems, thermal insulation, double-glazed windows, water-conserving plumbing fixtures), they indirectly regulate and reduce GHG emissions. California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 standards improved upon the 2013 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2016 standards went into effect on January 1, 2017.

The Project proposes to incorporate energy efficient design features in compliance with Title 24 and CALGreen standards that are consistent with the EECAP's efficiency measures. Additionally, the Project is an infill development within an urbanized/developed area and would generate GHG emissions (1,152 $MTCO_2e$ per year) well below SCAQMD thresholds.

As noted above, approximately 91 percent of the Project's emissions are from energy and mobile sources, although, these emissions estimates are conservative based on the factors outlined below. It is noted that the City has no control over vehicle emissions (approximately 73 percent of the Project's total emissions).

- The Project would result in 620 average daily vehicle trips (ADT),[29] which is a conservative trip generation estimate given trip credits for the existing land uses that would be displaced have not been applied. When trip credits for the existing trucking warehouse are applied to the Project's trip generation estimates, the Project's net new trips would

[29] **Appendix H: Trip Generation Analysis**

be offset, with proportionate offsets in mobile source emissions. Notwithstanding, for a conservative approach, this analysis assumes a traffic increase of 620 ADT.

- Project emissions would be further reduced by implementation of the 2017 Scoping Plan measures. These emissions would decline in the future due to statewide measures including the reduction in fuels' carbon content, CARB's advanced clean car program, CARB's mobile source strategy, fuel efficiency standards, cleaner technology, and fleet turnover. SCAG's 2016 RTP/SCS is also expected to help California reach its GHG reduction goals, with reductions in per capita transportation emissions of 9 percent by 2020 and 16 percent by 2035.[30] The Project is an infill development project near large employment areas, thereby potentially reducing the need to travel long distances for some residents and reducing associated GHG emissions.[31]

Concerning Executive Order S-3-05's 2050 goals, it is presently not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed. Nevertheless, it can be anticipated that Project operations would be subject to compliance with all applicable measures that State lawmakers have enacted and that would lead to an 80 percent reduction below 1990 levels by 2050.

The proposed Project demonstrates consistency with EECAP/CAP goals, measures, and emission reduction targets and would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. Therefore, Project impacts would be less than significant.

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately one day), GHGs have much longer atmospheric lifetimes of one year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts and Mitigation Measures

It is generally the case that an individual project of the proposed Project's size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHG emissions would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed

[30] Southern California Association of Governments, *Final 2016–2040 RTP/SCS*, April 2016, p. 153.

[31] The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed Project reduce VMT, which reduces fuel consumption. Infill projects such as the proposed Project would have an improved location efficiency.

Project as well as other cumulative related projects, would be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in **Table 4.8-3**, the proposed Project's GHG emissions would be less than significant. Additionally, as discussed above, the Project would be consistent with the City's EECAP and CAP. As a result, the Project would not conflict with any GHG reduction plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

4.9 Hazards and Hazardous Materials

This Section is based on the following documentation:

- Phase I Environmental Site Assessment Report (Phase I ESA) (Stantec Consulting Services, Inc., April 2016),
- Phase II Environmental Site Assessment (Phase II ESA) (Stantec Consulting Services, Inc., July 2016),
- Remedial Action Plan (RAP) (Stantec Consulting Services, Inc., June 27, 2019)[32]; and
- County of Los Angeles Fire Department July 26, 2019 Letter (LACFD ROADEX, 1515 West 178th Street, Gardena, California 90248 (SMU FILE #18-1126/RO0001744)).

These documents are included in their entirety in **Appendix E1: Phase I Environmental Site Assessment, Appendix E2: Phase II Environmental Site Assessment, Appendix E3: Remedial Action Plan**; and **Appendix E4: County of Los Angeles Fire Department Letter.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
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			X	

[32] While Appendix E3 is labeled "Draft," it was approved by the Los Angeles County Fire Department ; see July 26, 2019 letter (Appendix E4).

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Impact Analysis

4.9a Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. During demolition and construction, small quantities of potentially hazardous substances such as gasoline, diesel fuel, lubricants for machines, and other petroleum-based products would be used on-site. Once operational, limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular household maintenance of buildings and landscaping would be utilized by homeowners within the Project. However, quantities of these materials would not be significant enough to pose a significant hazard to the public or the environment. Compliance with the established regulatory framework (including, among others, Department of Transportation provisions regulating the transport of hazardous materials) would minimize risks to the maximum extent practicable. Therefore, impacts concerning the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant, and no mitigation is required.

4.9b Would the project 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?

Less Than Significant with Mitigation Incorporated. The Phase I ESA and Phase II ESA conclusions are included in the *Previous Subsurface Investigations and Remediation* Section below, as summarized in the RAP; see **Appendix E3.** As noted above, the Phase I ESA, Phase II ESA, and RAP are included in their entirety in **Appendix E1**, **Appendix E2**, and **Appendix E3**, respectively.

A property background, summary of previous subsurface investigations, and summary of the RAP are presented below. The RAP was prepared to address identified soil, soil vapor, and

groundwater impacts at the Project site. The RAP also includes a Soil Management Plan (SMP) that discusses the required procedures if soil contamination or underground structures of environmental significance are encountered during Project construction.

The County of Los Angeles Fire Department (LACFD) Site Mitigation Unit (SMU) requested the RAP based on assessment data provided to the LACFD for review. The RAP discusses a proposed plan of excavation and offsite disposal of petroleum-impacted soils above residential screening levels and presents a plan for confirmation soil sampling to verify the removal of the impacted soils to levels below the approved site cleanup goals. Additionally, the RAP presents a plan for implementation of soil vapor barriers beneath the proposed residential buildings to mitigate against soil vapor intrusion into these residential buildings.

Property Background

According to historical records, the Project site was used for agricultural purposes from at least 1928 through the late-1950s/early-1960s. Globe Illuminations Company (Globe), a manufacturer of light fixtures, reportedly developed and occupied the Project site from 1961 until it ceased operations in 1987. Specific commercial/industrial activities associated with Globe are unknown except that, according to environmental database records, they allegedly operated an oil/water separator and generated petroleum waste and cooling system wastewater. From 1987 through 2007, the Project site was occupied by multiple commercial/light industrial businesses including the following: Malco Company (1990); Ortho Mattress (1995); Cintek System, Inc (2001); and 99-Cent Store merchandise warehouse (2006). RoadEx has occupied the Project site since 2011.

Previous Subsurface Investigations and Remediation

Several rounds of investigation and remedial efforts have been performed at the Project site from 1990 through 2019. These remedial and assessment activities are discussed below for soils, soil vapor, and groundwater.

Past Soil Assessments

The past Phase I and II ESAs prepared by SECOR International, Inc. (SECOR) (currently Stantec) in 2004 reported that impacts to soil from various chlorinated solvents, including tetrachloroethylene (PCE), were detected in 1990 in an unpaved strip of land between the northern Property boundary and the existing building awning/canopy. As a result, Pomona Valley Environmental (PVE) performed a remedial excavation in this area in 1991. The excavation was reportedly performed and subsequently summarized in a PVE Closure Report. The PVE Closure Report indicated that 397.4 tons of soil was hauled offsite and reused offsite in paving materials. Six confirmation samples collected from within the resulting excavation reported mostly non-detect levels of total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs), except for the sample collected from the south wall below a trench that led into the unpaved area (near recent boring location HA-2). That sample reported PCE and trichloroethylene (TCE) in soil at 0.130 and 0.065 milligrams per kilograms (mg/kg), respectively. The results suggested that the soil impacts may have extended below the concrete slab of the rear truck maintenance area

that remains at the Project site today. PVE's Closure report recommended no further assessment or remedial action in this area.

As part of SECOR's 2004 Phase II ESA, additional assessment was performed in and around the excavation area due to the limited detection capabilities of laboratories in 1991 and because it was SECOR's position that the cleanup levels used by PVE were too high given the currently proposed use of the Project site as residential. SECOR's Phase II ESA included soil borings in various areas, and an evaluation of pesticides in soil related to former agricultural uses that occurred at the Project site prior to the existing development. The results of SECOR's Phase II ESA reported PCE, TCE, and xylenes in soil at the backfilled excavation area and near the flammables storage closet, but at concentrations well below USEPA Preliminary Remediation Goals (PRGs) – the agency thresholds at the time of the assessment. Pesticides were detected in only one sample at the Project site's northern portion, but at concentrations well below both past and present-day screening levels.

Based on an online review of the Project site on the ENVIROSTOR website, the Department of Toxic Substances Control (DTSC) opened a case file for the Project site in 2005 and subsequently referred it to the LACFD Site Mitigation Unit (SMU). In 2007, an additional Phase II ESA was performed by Terracon with oversight from the LACFD. The assessment included Project site-wide sampling on a 100-foot grid for VOCs in soil vapor and shallow soil sampling for California Code of Regulations (CCR), Title 22 metals and organochlorine pesticides. The assessment's soil vapor results are discussed in the *Past Soil Vapor Assessments* Section below. Organochlorine pesticide and metals concentrations from this assessment were reported below residential use criteria.

As part of a separate property assessment for redevelopment as residential use, Stantec performed additional assessments in April and May 2016. Soil samples were collected at boring locations SV-11 through SV-17. No VOCs were detected in any soil samples collected during this investigation (i.e. results were "non-detect").

In October 2018, Stantec advanced four direct-push soil borings (SV-18 through SV-21/HP-4) and two shallow hand auger locations (HA-1 and HA-2) within the Project site, and three offsite soil borings HP-5, SV-22/HP-6, and SV-23/HP-7 at the easterly-adjacent property (i.e., 1487 West 178th Street). Soil borings HA-1 and HA-2 were advanced in the Project site's northern portion near the outfall of the two trenches observed by Stantec during the assessment. Soil borings SV-18 through SV-20 were located within the Project site building, and soil boring SV-21/HP-4 was located at the Project site's northern portion near the paper storage area. Select soil samples collected from onsite borings were analyzed for TPH, VOCs, and metals. Various VOCs were detected at locations from HA-2 at 5.0 feet below ground surface (bgs), while TPHd and TPHo were detected at 18,000 and 23,000 mg/kg, respectively. The 1.0-foot bgs soil sample collected from HA-1 reported no VOCs, and TPHd and TPHo at 420 and 1,200 mg/kg, respectively. All metals concentrations reported from these locations were within typical background levels, and not above typical residential screening levels.

A Vapor Intrusion Human Health Risk Assessment (VIHHRA) was prepared for the Project site in November 2018. The VIHHRA analyzed soil vapor data collected at the Project site from April 2016 through October 2018. That soil vapor data was used to evaluate a reasonable maximum exposure (RME) scenario on a point-by-point basis under the proposed future Project site use as residential. The soil vapor dataset is provided in **Appendix E3** Table 3. Six VOCs were detected at least once above the residential screening levels derived by dividing DTSC and California Regional Water Quality Control Board, San Francisco Bay Region (RWQCB SFBR) residential air screening levels by the currently proposed default soil vapor to indoor air attenuation factor of 0.03.

Assuming slab-on-grade construction and using model central tendency values for Qsoil and Qbuilding, the cumulative cancer risk (CR) estimates for samples collected at 5.0 feet bgs ranged from 2.3E-07 at SV-4 to 6.5E-05 at SV-13. Additionally, the cumulative CR estimates for samples collected at 15.0 feet bgs ranged from 1.3E-07 at SV-19 to 1.1E-05 at SV-12. None of the samples collected at 5.0 feet bgs or 15 feet bgs were estimated to be at or above the upper bound of the risk range (1E-04). Note that PCE was the primary contributor to the CR estimates. Although COPC concentrations are generally much higher at the 15-foot bgs interval, the differences result from model predicted (and confirmed through empirical measurement) attenuation of COPCs from a greater depth. The highest estimated potential cancer risks are associated with soil vapor samples collected at and near the existing warehouse building's northeast corner, extending to the eastern property line.

In March 2019, Stantec advanced nine soil borings (SB-1 through SB-9) at the Project site's northern portion. Shallow soil samples from SB-1 through SB-9 were analyzed for TPH and VOCs to characterize the lateral and vertical extent of possible petroleum impacts at the Project site's northern portion. Low concentrations of TPHg were detected in the 1.0-foot bgs and 3.0-foot bgs soil samples collected from boring SB-2, located at the outfall of a concrete-lined drain. The peak concentration of TPHg was reported at 8.4 mg/kg in the 1.0-foot bgs sample. No other TPHg detections were reported from any other soil samples collected during this investigation. Elevated TPHd and TPHo levels were reported in shallow soils collected from SB-1, SB-2, and SB-3. Peak TPHd and TPHo concentrations were reported at 2,800 mg/kg from the 5.0-foot bgs soil sample collected from boring SB-2, with cumulative TPHd and TPHo values in this sample reported at 5,600 mg/kg. All soil samples collected during this investigation with TPHd and TPHo detections have cumulative reported values exceeding LACFD's 1,000 mg/kg cleanup goal.

Trace concentrations of certain fuel related VOCs were detected in the 1.0-foot bgs and 5.0-foot bgs samples collected from SB-2. However, all of the detected VOC compounds were well below the USEPA Regional Screening Levels (RSLs) for residential use. (It is noted, a groundwater grab sample was collected at SB-2; see the Past Groundwater Assessment Section). No PCE or breakdown products were detected above laboratory reporting limits in any of the samples. PCBs were not detected in the shallow soil sample collected at SB-2, which was selected for analysis since any PCB impacts would be expected from a surficial release where the highest TPH was historically detected. However, no PCBs were detected above laboratory reporting limits. Shallow soil samples collected from 1.0-foot bgs from SB-1 and SB-3, in the unpaved strip of land north

of the automotive repair area, reported metals concentration to be within California's typical naturally occurring background levels.

Past Soil Vapor Assessments

Based on the ENVIROSTOR website, the DTSC opened a case file for the Project site in 2005 and subsequently referred it to the LACFD SMU. In 2007, Terracon performed an additional Phase II ESA with oversight from the LACFD. The assessment included Project site-wide sampling on a 100-foot grid for VOCs in soil vapor and shallow soil sampling for California Code of Regulations (CCR), Title 22 metals and organochlorine pesticides. Terracon's assessment identified limited chlorinated volatile organic compounds (CVOCs) impacts to soil vapor on the Project site and no organochlorine pesticide or metals impacts to soil above typical agency thresholds or screening levels. The detected CVOCs, namely PCE and TCE, were reported at concentrations below commercial soil screening levels and human health risk screening criteria concerning potential vapor intrusion from the subsurface to indoor air. The detected concentrations, however, were slightly above residential use human health risk screening criteria at several locations. As a result, the LACFD issued a closure letter for the Project site on May 17, 2007 under the condition that the Project site remained as commercial use.

As part of a separate Property assessment for redevelopment as residential use, Stantec performed additional assessments in April and May of 2016. These assessments included 17 soil vapor probes – some at 5.0 feet bgs, and some at 5.0 feet bgs and 15 feet bgs. Except for two sample locations, all of the 5.0-foot bgs soil vapor samples reported PCE above the DTSC Human and Ecological Risk Office (HERO), Note 3 residential soil screening levels and reached a maximum concentration of 68,000 micrograms per cubic meter (µg/m3) in sample SV-13. This data suggests that there is a Property source in the vicinity of SV-13, however, the assessment did not identify the actual source.

In October 2018, Stantec advanced four direct-push soil borings (SV-18 through SV-21/HP-4) and two shallow hand auger locations (HA-1 and HA-2) within the Project site, and three soil borings HP-5, SV-22/HP-6, and SV-23/HP-7 offsite at the easterly-adjacent property at 1487 West 178th Street. Soil vapor samples were collected from all locations advanced during this assessment with the exception of HA-1, HA-2, and HP-5. Various VOCs were detected in soil vapor samples collected on- and offsite. Namely, PCE, benzene, bromodichloromethane, and chloroform was reported in offsite soil vapor samples above commercial screening levels. These compounds, and additionally TCE, were also detected in select onsite soil vapor samples at concentrations exceeding commercial screening levels. It is understood that chloroform is a known lab contaminant, and also present in tap water as a disinfectant, and has been identified as likely source for the chloroform detections in soil vapor during this assessment.

Past Groundwater Assessments

As part of ongoing due diligence investigations, Stantec collected three grab groundwater samples from beneath the Project site in June of 2016. Impacts of PCE in groundwater were

detected at peak concentrations of 70 micrograms per liter (µg/L) in boring HP-1, in the area of the peak soil vapor concentrations at the Project site's northeast corner. At the Project site's south end directly across the street and down gradient from Bee Chemical, PCE was detected at 6.8 µg/L and 1,1-dichloroethene (1,1- DCE) was detected at 100 µg/L.

In December of 2017, Stantec installed and sampled three groundwater monitoring wells to further evaluate groundwater quality beneath the Project site and investigate whether the VOC concentrations detected in the groundwater grab sample from the southeast corner of the Project site was a result of migration from the Bee Chemical groundwater plume known to be offsite to the south of 178th Street. The groundwater sampling results indicated PCE concentrations in groundwater from well W-1, located at the Project site's northeast corner near former grab groundwater sample location HP-1. Similar to the 2016 groundwater sampling, the data collected from W-3, located at the Project site's southeast corner, hydraulically down/cross-gradient from the former Bee Chemical plant, reported additional chemicals TCE and DCE, indicating a distinctly different chemical make up between wells W-1 and W-3. Groundwater samples collected from well W-2, installed at the Project site's eastern portion between these two wells, was non-detect for all VOCs. Therefore, the data collected from this event indicated two separate and distinct groundwater plumes – one coming from the offsite property (former Bee Chemical) to the south of 178th Street and one sourced from a release at the Project site's northeast corner. Based on this interpretation, Stantec recommended to the LACFD that these two plumes be addressed separately. It was requested that the LACFD request further definition of the plume migrating from the offsite Bee Chemical property to be completed by that company.

To further assess the Project site, Stantec advanced four direct-push soil borings (SV-18 through SV-21/HP-4) and two shallow hand auger locations (HA-1 and HA-2) within the Project site, and three offsite soil borings HP-5, SV-22/HP-6, and SV-23/HP-7 at the easterly-adjacent property at 1487 West 178th Street, in October of 2018. The soil and soil vapor results of this investigation are discussed above in the Past Soil Assessments and Past Soil Vapor Assessments Sections, respectively. Grab groundwater samples were collected from onsite borings SV- 21/HP-4, and offsite borings SV-22/HP-6, SV-23/HP-7, and HP-5. Groundwater samples collected from on- and offsite reported TPHg, TPHd, and TPHo at concentrations below California maximum contaminant levels (MCLs). The VOCs PCE, TCE, and c-1,2-DCE were detected in offsite groundwater samples at concentrations exceeding MCLs. The VOCs PCE, TCE, and other degradation products were detected in onsite groundwater samples at concentrations exceeding MCLs.

Through correspondence with LACFD, Stantec determined that installation of an additional onsite well was required to evaluate Project site-specific groundwater flow direction. Therefore, a fourth well, W-4, was installed on the Project site in March 2019. Additionally, three offsite grab groundwater samples (HP-8, HP-9, and HP-10) were collected on the easterly-adjacent property, and a single grab groundwater sample (SB-5-GW) was collected at the Project site during this investigation. Onsite and offsite sampling events conducted to-date indicate that groundwater flow direction beneath the Project site is to the east. Analytical results of offsite groundwater

sampling show that the plume, with VOC concentrations above MCLs for drinking water, extends less than 300 feet east of the Project site boundary.

Based on Stantec's May 8, 2019 meeting with LACFD, it was concluded that the extent of groundwater impacts have been reasonably defined onsite and offsite down-gradient of the source at the site's northeast corner. It was also concluded that additional steps could presently be taken toward the proposed Project site redevelopment through submittal of a RAP to address TPH soil impacts onsite and mitigate soil vapor concentrations using vapor barriers with passive venting systems. Additionally, prior to RAP submittal, LACFD requested that a final groundwater monitoring event be performed.

Second quarter 2019 groundwater monitoring was performed at the Project site on May 14, 2019. Groundwater flow direction during this sampling event was calculated to be east-southeast at a gradient of 0.0025 feet per foot (ft/ft). PCE and TCE were reported at 8.7 and 1.9 µg/L, respectively, in well W-1, located at the Project site's northeast portion. The PCE concentration exceeds the California Maximum Contaminant Level (MCL) for this compound of 5.0 µg/L. Well W-2 reported levels of PCE and TCE at 4.7 and 1.7 µg/L, respectively. Well W-3 reported PCE at 9.4 ug/L and detected various other compounds at trace concentrations. PCE was reported in well W-4 at 0.89 µg/L. No other VOCS were reported above laboratory reporting limits in well W-4 (see **Appendix E3** Table 4).

Remedial Action Plan

Based on the data presented in the preceding sections concerning petroleum-impacted soil and VOC-impacted soil vapor, the Project could 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. The RAP, as detailed in **Appendix E3** Section 3.0 and as approved by the LACFD (see **Appendix E4**), presents the proposed remedial strategies to mitigate petroleum-impacted soil prior to Grading Permit issuance via excavation and offsite disposal, and to mitigate VOC-impacted soil vapor intrusion via the placement of vapor barriers beneath all future residential buildings.

Soil Impacts - Proposed Excavation and Cleanup Goals

The proposed petroleum and VOC cleanup objectives are based on future use of the Project site for residential purposes and for groundwater protection. The analytical results will be compared to LACFD's cleanup thresholds for comparison purposes during the assessment work performed at the Project site. The relevant thresholds are presented in **Appendix E3** Section 3.1.

Preliminary Activities

The RAP's proposed preliminary activities include updating the Project site-specific Health and Safety Plan (HASP) and the Underground Service Alert (USA). The HASP will describe the controls and procedures that will be implemented to minimize incidents, injury, and health risks associated with the excavation and exposure to chemicals of potential concern (COPCs). The

HASP will be prepared in accordance with Occupational Safety and Health Administration (OSHA) Hazardous Waste Operations Standards (29 CFR 1910.120 and CCR Title 8). The LACFD requires that the HASP be provided for SMU review prior to grading activities. Additionally, Stantec will update the existing USA ticket prior to the start of the planned excavation activities. The proposed preliminary activities are detailed in **Appendix E3** Section 3.1.1.

Remedial Excavation

Remedial excavation activities include performing air monitoring in accordance AQMD Rule 1166 Monitoring removing petroleum-impacted soil from the Project site via excavation where TPH has been documented to exceed the proposed site cleanup goals. The proposed remedial excavation is detailed in **Appendix E3** Section 3.1.2.

Confirmation Soil Sampling

After removal of petroleum-impacted soils to the proposed excavation depths and lateral limits, confirmation soil sampling will occur. All remedial excavations will be subject to confirmation soil sampling and analysis to confirm removal of impacted soils exceeds the proposed site cleanup goals outlined above in **Appendix E3** Section 3.1.

Dust Control and Waste Disposal

In addition to the preliminary, remedial excavation, and confirmation soil sampling activities described above, the RAP specifies the required dust control and waste disposal measures that must be implemented during grading.

Site Restoration and Backfill

The RAP requires that the excavation area remain open until the laboratory results of the confirmation sampling indicate that remedial objectives have been accomplished prior to approval to backfill. Backfilling of the excavations with clean soil derived from onsite or offsite sources will occur when the laboratory results confirm that all contaminants of concern are below the proposed Project site cleanup levels, and with approval by LACFD.

General Soil Management Approach

The Project would involve earth-moving activities of 50 cubic yards or more of contaminated soil, thus, would be subject to compliance with AQMD's Rule 1466: Control of Particulate Emissions from Soils with Toxic Air Contaminants. The purpose of Rule 1466 is to minimize off-site fugitive dust emissions from earth-moving activities at sites containing specific toxic air contaminants. Dust control measures must be established at designated clean-up sites or sites near sensitive receptors. In areas that contain applicable toxic air contaminants, the following activities are subject to Rule 1466: excavating, grading, handling, treating, stockpiling, transferring, and removing soil. In addition to notifying the SCAQMD, signage, continuous air monitoring, dust control measures, and recordkeeping are required.

Appendix E3 Section 5.0 details the RAP's proposed onsite soil management and excavation procedures (i.e., SMP), as well as the contingency procedures to be followed upon discovery of features that would be a potential source of contamination or contaminated soil.

While handling TPH-impacted soils during excavation, stockpiling, and loading operations, a monitoring program would be required to control impacted soil migration offsite via aerial suspension, stormwater run-off, or attachment to equipment leaving the Project site. **Appendix E3** Section 5.1 details the controls proposed to minimize the spread of impacted soil offsite and ensure community safety and compliance with City ordinances.

The LACFD requires that a stand-alone SMP be provided for SMU review prior to any grading activities.

Soil Vapor Impacts

In 2018, a Vapor Intrusion Human Health Risk Assessment (VIHHRA) was prepared for the Project site in The VIHHRA analyzed soil vapor data collected at the Project site from April 2016 through October 2018. That soil vapor data was used to evaluate a reasonable maximum exposure (RME) scenario on a point-by-point bases under the proposed future Project site use as residential. The soil vapor dataset is provided in **Appendix E3** Table 3. Six VOCs were detected at least once above the residential screening levels derived by dividing DTSC and USEPA RSLs for residential use by a conservative soil vapor to indoor air attenuation factor of 0.03. This conservative value was used to assist in making a risk management decision concerning mitigation of soil vapor at the Project site.

The cumulative cancer risk (CR) estimates for samples collected at 5.0 feet bgs ranged from 2.3E-07 at SV-4 to 6.5E-05 at SV-13. Additionally, the cumulative CR estimates for samples collected at 15 feet bgs ranged from 1.3E-07 at SV-19 to 1.1E-05 at SV-12. None of the samples collected at 5.0 feet bgs or 15 feet bgs were estimated to be at or above the upper bound of the risk range (1E-04). Note that PCE was the primary contributor to the CR estimates. Although concentrations of COPCs are generally much higher at a depth of fifteen-foot depth interval, the differences result from model predicted (and confirmed through empirical measurement) attenuation of COPCs from a greater depth. The highest estimated potential cancer risks are associated with soil vapor samples collected at and near the northeast corner of the existing warehouse building, extending to the eastern property line.

The estimates of potential vapor intrusion risk resulting from exposure to chemicals at 5.0 bgs and 15 feet bgs fall within a risk management range where further site characterization, mitigation, and/or remediation are typically recommended. The proposed risk management decision is to mitigate the Project site's soil vapor concentrations through engineering controls. The proposed vapor intrusion mitigation measures would consist of a gas membrane barrier and passive sub-slab soil vapor collection piping (i.e. sub-slab vapor barrier system) being installed below all proposed inhabitable structures. The proposed system would effectively mitigate transport of subsurface contaminants in the vapor phase to indoor air. Additionally, the RAP

requires that this system be constructed such that the passive system can be changed to an active system (i.e. an exhaust fan system connected to the sub-slab piping).

Based on the assessments completed to-date and the VIHHRA's results, Stantec concludes that the proposed vapor intrusion mitigation would address the vapor intrusion impacts. It is Stantec's understanding that LACFD will require that a deed restriction/notification be recorded on the Project site's title to properly notify the City and homeowners of the vapor barriers' presence and to prohibit their disturbance. Prior to Grading Permit issuance, the vapor intrusion control system design will be submitted to the LACFD.

Groundwater Impacts

The second quarter 2019 groundwater monitoring results, which are anticipated to be the final round of monitoring at the Project site prior to development, are consistent with the results of prior groundwater monitoring events, characterizing that VOC concentrations are slightly above MCLs, and groundwater flow direction is generally to the east. Based on the reported VOC concentrations in onsite monitoring wells, groundwater flow direction to the east, and down-gradient definition confirmed through offsite grab groundwater sampling, no further assessment of groundwater is recommended.

Prior to Project site redevelopment, all groundwater monitoring wells would be abandoned in accordance with State of California and County of Los Angeles well-abandonment regulations. All groundwater monitoring well abandonment activities will be submitted to the LACFD for approval.

FINAL REMEDIATION SUMMARY REPORT

Upon completion of the remedial excavation, a Soil Excavation Report (SER) would be required to document all activities completed onsite. The SER would describe how the excavation was completed to remove the petroleum-impacted soil.

Following SER submittal and filing the deed notification/restriction for the proposed vapor barrier mitigation system with the Los Angeles County Recorder, Stantec would request closure/no further action from the LACFD.

COUNTY OF LOS ANGELES FIRE DEPARTMENT LETTER – CONDITIONAL AND FINAL NO FURTHER ACTION LETTER

The LACFD SMU completed a review of the Draft RAP (Stantec, June 27, 2019). Based on this review, the LACFD granted an approval for implementation of the RAP at the Project site. The LACFD concluded that the onsite implementation of the field activities outlined in the RAP are anticipated to meet general expectations presented in applicable USEPA guidance, Cal-EPA guidance, and other applicable guidance/advisory documents. The SMU's approval includes the following:

1. The LACFD adheres to the proposed excavation cleanup goal levels noted in RAP Section 3.1 for TPH concentrations in soil of 1,000 mg/kg (which could present a nuisance in the upper 10.0 feet of soil) and the RWQCB TPH soil screening levels established to protect groundwater. In addition, the LACFD adheres to the DTSC Hero and USEPA RSLs for TPH concentrations in soil established to protect human health.

2. The RAP activities shall be adhered to as approved and implemented by August 30, 2019. Any significant deviation or change must be submitted in writing and written approval obtained by the LACFD, prior to implementation. Any phone notifications pertaining to deviation/change during "real time" implementation of RAP activities must be followed-up by written correspondence. Additionally, the LACFD must be notified at least three (3) working days prior to the implementation of RAP field activities at the site.

3. The two trenches located within the onsite truck maintenance/service area that are tributary to the northern unpaved strip of land be plugged or otherwise managed to eliminate any potential discharge from the trenches to the unpaved area (north of the building). The Applicant is required to provide in the Final Remediation Summary Report to LACFD a description and photos of the BMPs implemented for the trenches.

4. A stand-alone Soil Management Plan (SMP) and associated Health and Safety Plan (HASP) must be provided for SMU review prior to future requests for no further action and prior to any site-wide grading activities.

5. The LACFD's authority does not extend to the permitting and/or removal of any potential onsite clarifiers, which would be under the City's and Los Angeles County Department of Public Works, Environmental Programs Division's (LACoDPW-EPD) jurisdiction. However, SMU can oversee the assessment and cleanup of onsite contamination resultant from past clarifier use, if applicable. In addition, LACoDPW-EPD would have jurisdiction of underground storage tanks (USTs) in the event that USTs are encountered during onsite grading/development activities. The LARWQCB would have initial jurisdiction for UST associated releases, if any, that potentially threaten the groundwater underlying the site.

6. .The owner of properties with soil and vapor contaminant concentrations exceeding their associated State/Federal residential screening levels (after site cleanup activities or human health risk assessments) will have to provide documentation to LACFD of the filing of a Notice with the County Recorder to notify future buyer(s) and occupants of the existence of contaminated media on the site and of any associated mitigation measures.

CONCLUSION

Based on the data presented in the preceding sections concerning petroleum-impacted soil and VOC-impacted soil vapor, the Project could 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. The RAP discusses a proposed plan of excavation and offsite disposal of petroleum-impacted soils above residential screening levels and presents

a plan for confirmation soil sampling to verify the removal of the impacted soils to levels below the approved site cleanup goals. Additionally, the RAP presents a plan for implementation of soil vapor barriers beneath the proposed residential buildings to mitigate against soil vapor intrusion into these residential buildings. MM HH-1 specifies that the City shall not issue any permits except as may be required for the excavation and removal of soil and building demolition until the LACFD issues a Conditional No Further Action (Conditional NFA) letter and that the City shall not issue any Building Permit for the Project until it receives a copy of the LACFD Final NFA letter. Therefore, with mitigation, the Project's potential impact concerning the creation of a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Mitigation Measures

MM HH-1 **Remedial Action Plan (RAP):** The City shall not issue any permits except as may be required for the excavation and removal of soil and building demolition until the Los Angeles County Fire Department issues a Conditional No Further Action (Conditional NFA) letter. Once the Applicant has provided a copy of the Conditional NFA letter to the City, the City may issue permits for demolition and grading. The City shall not issue any Building Permit for the Project until it receives a copy of the Los Angeles County Fire Department Final NFA letter.

4.9c Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The Project site is 0.28 mile west of the nearest school (located at 1350 West 177th Street, Gardena) and the proposed uses are residential, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. No impact would occur in this regard, and no mitigation is required.

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the Department of Toxic Substances Control (DTSC). The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A regulatory agency database search was conducted as part of the Phase I ESA; see Appendix D of **Appendix E1.** All nine Cortese sites that were identified in the database search were located

offsite. Therefore, the Project site is not located on a site that is included on a list of hazardous materials sites. No impact would occur in this regard and no mitigation is required.

4.9e ***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 or excessive noise for people residing or working in the project area?***

Less Than Significant Impact. The Project site is not within an airport land use plan or within 2.0 miles of a public airport or public use airport. The closest airport to the Project site is the Goodyear Blimp Base Airport, located approximately 1.87 miles to the southeast. This facility is a private airship base and not a public airport or public use airport. Therefore, the Project would not result in an airport-related safety hazard for people residing or working in the Project area. Refer to Response 4.13c concerning airport-related noise.

4.9f ***Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. See Response 4.17d.

4.9g ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. The Project site is in a fully urbanized area and it is not adjacent to any wildland. Therefore, the Project would not expose people or structures to a risk involving wildland fires, and no mitigation is required.

4.10 Hydrology and Water Quality

This Section is based on the Preliminary Hydrology Study (C&V Consulting Inc., Revised May 2019) (Hydrology Study), which is included in its entirety in **Appendix F1: Preliminary Hydrology Study,** and the Preliminary Low Impact Development (LID) Plan (C&V Consulting Inc., Revised April 2019) (LID Plan), which is included in its entirety in **Appendix F2: Preliminary Low Impact Development Plan.** The Preliminary Hydrology Study and Preliminary LID Plan were reviewed by the City of Gardena Building Official and deemed adequate; see **Appendix C2: Gardena Building Division Preliminary Review of Stormwater and Hydrology** (March 11, 2019).

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects may impede sustainable groundwater management of the basin?			X	
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 which would:				
(i) Result in substantial erosion or siltation on- or off-site.			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	
(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			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	

Environmental Issue	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?			X	

Impact Analysis

4.10a Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact.

Water Quality Standards/Waste Discharge Requirements - Short-Term Construction

The Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. The Project would disturb approximately 5.6 gross-acres, thus, would be subject to this General Permit. To obtain coverage under this General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. GMC Chapter 8.70 addresses stormwater and runoff pollution control and is intended to reduce the quantity of pollutants being discharged to waters of the United States. GMC §8.70.110.B.1 specifies that no Grading Permit shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a *General Construction Activity Stormwater Permit* (GCASWP) from the State Water Resources Control Board. The types of BMPs required would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies.

The Project's LID Plan has four main objectives:

1. Identify all pollutant sources, including sources of sediment that may affect the quality of stormwater discharges associated with daily use/activity (stormwater discharges) from the property site.

2. Identify non-stormwater discharges.
3. Identify, construct, implement and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the property site.
4. Develop a maintenance schedule for BMPs designed to reduce or eliminate pollutants.

Refer to Response 4.10.c.ii for a description of existing and proposed site drainage. **Appendix F2 Table-1: Source Control BMPs** identifies the Non-Structural BMPs proposed for the Project. The source control and treatment BMPs and how each will be implemented to achieve the site design concept are detailed in **Appendix F2 Table 1.** Non-structural BMPs, which consist of educating employees and occupants, developing and implementing HOA guidelines, implementing BMPs and enforcing Code requirements are also proposed. The structural BMPs used for this project are summarized **Appendix F2 Table-2: Design BMPs** and **Appendix F2 Table-3: Treatment BMPs.**

Following compliance with NPDES and GMC requirements, which includes implementation of BMPs as a COA, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. A less than significant impact would occur in this regard, and no mitigation is required.

Water Quality Standards/Waste Discharge Requirements - Long-Term Operations

The Los Angeles County Flood Control District, the County of Los Angeles, and the City of Gardena along with 83 other incorporated cities therein (Permittees) discharge pollutants from their municipal separate storm sewer (drain) systems (MS4s). Stormwater and non-stormwater enter and are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-0175[33] (NPDES Permit No. CAS004001, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4*, which was adopted November 8, 2012.[34] The MS4 Permit Order provides the revised waste discharge requirements for MS4 discharges within the Los Angeles County watersheds, which includes the City of Gardena. The MS4 Permit Order, which became effective December 28, 2012, supersedes Order No. 01-182. Los Angeles County uses its Low Impact Development (LID) Ordinance to require that projects comply with NPDES MS4 Permit water quality requirements.

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all "New Development" and "Redevelopment" projects subject to the Order. New development and redevelopment projects/activities subject to Los Angeles County's LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area and

[33] State of California Water Quality Control Board. (undated). *Order No. R4-2012-0175 NPDES Permit NO. CAS004001.* Los Angeles, CA: State of California Water Quality Control Board.

[34] Ibid.

residential new or redeveloped projects that create, add, or replace 10,000 SF or greater impervious surface area. The Project involves approximately 5.6 gross-acres of disturbed area and would replace 10,000 SF or more of impervious surface area; as such, the Project is subject to Los Angeles County's LID Ordinance. GMC §8.70.110.B.2 specifies that new development subject to the MS4 Permit must comply with post-construction runoff pollution reduction BMPs implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). SUSMP conditions assigned by the City would consist of LID BMPs, source control BMPs, and structural and nonstructural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific structural controls are also required to address pollutant discharges from certain uses including but not limited to housing developments, parking lots, and new streets, among others.

The following is a list of materials anticipated during Project operations, which would potentially contribute to pollutants, other than sediment, to stormwater runoff.

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles;
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides);
- General trash debris and litter; and
- Pet waste (bacteria/ fecal coliforms).

The Project proposes Site Design concepts intended to achieve the following:

- Minimize Urban Runoff,
- Minimize Impervious Footprint,
- Conserve Natural Areas, and
- Minimize Directly Connected Impervious Areas (DCIAs).

Infiltration is Los Angeles County's first option when screening potentially feasible LID BMPs. Infiltration systems collect stormwater runoff and conduct it into permeable soils beneath the site; effectively reducing pollution, reducing runoff and flooding, and recharging groundwater. The Project would treat site runoff in accordance with the Los Angeles County Low Impact Development Manual, 2014. To do so, runoff resulting from the 85th percentile rain event would be treated prior to leaving the site. As determined from the Project's LID Plan, the 85-percentile rain event for the Project site is 0.90 inches, which is used as the design storm for LID.

- As described above, **Appendix F2** Tables 1, 2, and 3 identify the Project's proposed structural and non-structural source control, design, and treatment BMPs and how these would be implemented to achieve each Site Design concept.

The Project would generate approximately 1.868 cubic feet per second (cfs) based on the 85th percentile 24-hr rain event. Stormwater runoff would be collected and treated by flowing through proposed Modular Wetlands Systems (MWS) Biofiltration Vaults with a total treatment capacity of approximately 2.078 cfs. Therefore, the proposed biofiltration units would be able to provide more than enough treatment capacity for the Project site.

The MWS Biofiltration system would address the Pollutants of Concern as water entering from proposed catch basins (Nutrients, Bacteria/Viruses, Total Suspended Solids) and would treat the required water quality volume according to the Flow-Based Standard. The MWS biofiltration units would be installed near each proposed catch basin; see **Appendix F2** Figure-3 for the Preliminary LID Exhibit. Drainage from rooftops and landscape areas would be collected through area drains and entered the proposed catch basins. All curb inlet catch basins would be equipped with trash racks for pretreatment and Dvert System to divert low flows to proposed MWS Biofiltration Vaults for water quality treatment.

Following compliance with NPDES requirements (i.e., Los Angeles County's LID Ordinance and GMC), which include LID BMPs, Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, Project impacts would be less than significant, and no mitigation is required.

4.10b Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The Project site is in GSWC's service area, and specifically, within the Southwest System service area, which serves Gardena, seven other cities, and portions of unincorporated Los Angeles County. Water supply sources for the Southwest System are imported water, GSWC operated groundwater wells, and recycled water. The Southwest System is supplied by two active, GSWC-owned wells in the Coastal Plain of Los Angeles Groundwater Basin's (Central Basin) Central Sub-basin, and 12 active GSWC-owned wells in the Coastal Plain of Los Angeles Groundwater Basin's (West Coast Basin) West Coast Sub-basin. Groundwater pumping for the Southwest System in 2015 totaled 5,915 acre-feet (AF), with 430 AF originating from the Central Basin and 5,484 AF from West Coast Basin. Gallons per capita per day usage in 2015 measured 87 GPCD. Both the Central and West Coast Basins are adjudicated, thus, are subject to a maximum allowed pumping allocation for groundwater extraction across the entire basins. Refer to Response 4.10e concerning groundwater management.

Basin recharge occurs through percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. The Project site was previously developed, and Project implementation would not increase the site's effective impervious area, as compared to pre-Project conditions. Instead, with Project implementation, the site's effective imperviousness would decrease from 90 to 86 percent, allowing for more percolation of precipitation. Thus, the Project would not reduce the maximum availability of stormwater for groundwater recharge through percolation of precipitation. As concluded in Response 4.10e, the Project's water

demand would total approximately 28,536 GPCD or 31.96 acre-feet per year (AFY). GSWC maintains an allocation of 16,439 AFY from the Central Basin and 7,502 AFY from the West Basin. GSWC has confirmed that water service is available to the Project site from GSWC's Southwest District water system.[35] The adjudicated basins would continue to be subject to the maximum allowed pumping allocation for groundwater extraction. Continued diligence by the pumpers is expected to ensure the reliability of the West Coast Sub-Basin groundwater supplies. Therefore, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the Project would impede the basins' sustainable groundwater management. Project impacts would be less than significant in this regard, and no mitigation is required.

4.10c Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(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

(iv) Impede or redirect flood flows?

Less Than Significant Impact. In the current condition, the site's northerly half generally sheet flows over land towards the site's northwest corner. Stormwater runoff enters an existing onsite storm drain inlet. The site's southerly half generally sheet flows over land towards the site's southwesterly corner West 178th Street. Stormwater runoff tributary to West 178th Street is conveyed as street flow within the existing curb/gutter in the westerly direction and enters an existing LACFCD catch basin located approximately 120 feet west of the site. Stormwater runoff enters this existing catch basin, continues within an existing LACFCD 48" Reinforced Concrete Pipe (RCP) BI 0432 – Line C, and ultimately discharges into Dominguez Channel. Stormwater runoff tributary to the existing onsite storm drain inlet directly connects the existing LACFCD 48" storm drain system and discharges to Dominguez Channel.

In the current condition, the easterly adjacent property (i.e., Subarea X3) sheet flows over land in the northwesterly direction to an existing storm drain inlet. There is an existing, non-operational stormwater sump pump located on the adjacent property that is intended to convey stormwater runoff to Dominguez Channel. Due to the existing sump pump non-operational

[35] J. Zhao, P.E., PhD., Personal Communication - Email, February 27, 2018.

status, stormwater eventually ponds and overflows onto the Project site, near the northeast corner.

The Preliminary Hydrology Study was prepared to determine the amount of stormwater runoff generated from the Project site in the existing and proposed conditions. The Study was also prepared to determine whether detention basins would be required by comparing the proposed and existing conditions peak flow rates for the 2, 25, 50 and 100-year peak storm events.

The proposed Project consists of 114 townhomes and a recreational area over approximately 5.63 acres. The development proposes to include drive aisles, parking, landscaping, walkways and common open space areas. The site would be graded to collect runoff at various low points throughout the site. Stormwater runoff generated by the entire site would be directed towards the site's southwest corner. The proposed development would utilize catch basins and an on-site area drain system to collect and convey to a proposed underground storm drain system. The stormwater runoff would be conveyed off-site via a proposed LACFCD connection to the existing 48" RCP storm drain system within West 178th Street and ultimately discharge into Dominguez Channel. Redirecting historic drainage patterns is not anticipated to cause any downstream capacity concerns given the stormwater runoff for both proposed and existing condition would be discharged to Dominguez Channel.

Each catch basin inlet would be equipped with Dvert System that would divert low flows to proposed Modular Wetlands System (MWS) Biofiltration Vaults for water quality treatment. To support the proposed development and prevent overflows onto the Project site from the easterly adjacent offsite property, a 24" storm drain pipe and catch basin are proposed along the site's northerly property line to provide conveyance of offsite storm water run-on from the easterly property (i.e., Subarea X3). Offsite stormwater runoff from the easterly adjacent offsite property will not be treated, only conveyed through the site.

For preliminary hydrologic purposes, initial subareas were determined based on the proposed preliminary grading and drainage design. Recommended impervious area ratio values from Los Angeles County Hydrology Manual 2006 - Appendix D were used in the Study. With Project implementation, the site's effective imperviousness would slightly decrease from 90 to 86 percent. During final engineering, the preliminary estimates of the impervious area will be verified for both the existing and proposed conditions to reflect peak flow values for individual subareas and based on LACFCD's allowable volume flow (i.e., Q) discharge rate.

During final engineering and based on LACFCD's allowable Q discharge rate, the analysis may determine that on-site detention and a restriction orifice are required to mitigate the increased post-developed peak flow rate and volume. On-site detention and flow restriction would be provided by upsizing underground private storm drain piping and implementing an orifice plate at the downstream manhole, prior to discharging stormwater runoff offsite. On-site detention and flow restriction would be accommodated within the existing Project boundaries.

Appendix F1 Section 6.0 presents the hydrology summary for the existing and proposed conditions for each tributary. The percent difference (deltas) for all concentration times, which are for the 100-year storm event, are as follows:

- Total site 2-year peak storm flow = 4.64/6.16 = -29.9 percent,
- Total site 25-year peak storm flow = 14.78/15.66 = -5.6 percent,
- Total site 50-year peak storm flow = 16.84/17.84 = -5.6 percent, and
- Total site 100-year peak storm flow = 19.55/20.01 = -2.3 percent.

The results from the Study utilizing HydroCalc software provided by Los Angeles County Department of Public Works demonstrate that the proposed stormwater peak flow from the Project site would be generally lower than the existing condition peak flow as indicated in the hydrology summary results; see also **Appendix F1** Section 6. The proposed peak flow would be lower primarily because the Project involves a change in land use from commercial to residential, which would lower the site's impervious area causing lower runoff flow rate and higher time of concentration. As noted above, the preliminary estimates of the impervious area will be verified for both the existing and proposed conditions during final engineering.

Since the stormwater runoff generated by the entire Project site is proposed to be conveyed to the existing LACFCD 48" RCP BI 0432 – Line C ultimately discharging into Dominguez Channel, the proposed peak flow rate compared to the allowable Q discharge rate will be verified with LACFCD at final engineering.

During a heavy rainfall, the Project site's grading design would allow for multiple low points equipped with curb inlet catch basins throughout the entire Project site to accommodate smaller drainage areas to mitigate stormwater ponding in one spot. In an event of overflowing, the proposed grading would facilitate the overflow by draining one-half of the Project site to northwest corner, matching the historic drainage condition, and providing wall knockouts for emergency overflow. The proposed catch basins would be equipped with internal bypass systems to convey larger storm event overflow conditions. Given that the peak flow runoff from the proposed preliminary condition is lower than the existing condition, detention is not required. However, the peak flow runoff will be verified during final engineering based on the LACFCD Allowable Q Discharge Rate.

Additionally, there are no streams or rivers near the Project site. Therefore, the Project would not substantially alter the site's existing drainage pattern or add impervious surfaces, such that it would substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create/contribute runoff, which would exceed the capacity of existing drainage system, or impede/redirect flood flows. Impacts would be less than significant, and no mitigation is required. Refer to Response 4.10a concerning potential impacts involving erosion.

4.10d In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The Project site is in an area of minimal flood hazard.[36] Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is approximately 5.6 miles northeast of the Pacific Ocean and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water. The Project proposes a residential development that would involve the use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The Project is not within a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. Therefore, potential impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant, and no mitigation is required.

4.10e Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Southwest System is supplied by two active, GSWC-owned wells in the Coastal Plain of Los Angeles Groundwater Basin's Central Subbasin, and 12 active, GSWC-owned wells in the Coastal Plain of Los Angeles Groundwater Basin's West Coast Subbasin. GSWC monitors well capacity, status, and water quality.

In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed, which provides authority for agencies to develop and implement groundwater sustainability plans (GSP) or alternative plans that demonstrate water basins are being managed sustainably.[37] Under the SGMA, the Central Basin and West Coast Basin are exempted from the requirement to form a Groundwater Sustainability Agency since they are adjudicated basins.

The Central Basin adjudication limit (total of the allowed pumping allocations (APA) of each party) for groundwater extraction across the entire basin is 217,467 AFY. GSWC maintains an APA of 16,439 AFY. GSWC's APA is shared between all their systems that extract groundwater from the Central Basin. Three agencies, Los Angeles County Department of Public Works (LACDPW), Water Replenishment District of Southern California (WRDSC), and CBMWD, work with the water producers to ensure that the APA is available to the Central Basin's pumpers.

The West Coast Basin adjudication limit for groundwater extraction across the entire basin is 64,468 AFY. GSWC maintains legal rights to 7,502 AFY. Three agencies, LACDPW, WRDSC, and

[36] Federal Emergency Management Agency. (April 2019). *FEMA Flood Map Service Center.* Retrieved from https://msc.fema.gov/portal/search?AddressQuery=1515%20W%20178th%20St%2C%20Gardena%2C%20CA%2090248#searchresultsanchor

[37] State Water Resources Control Board. Sustainable Groundwater Management Act (SGMA). (April 2019). Retrieved from https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html

WBMWD; collaborate with the groundwater producers such as GSWC to ensure that the APA is available to be pumped from West Coast Basin wells.

GSWC currently operates 12 active wells in the Southwest System, 10 of which are in the West Coast Basin, and the remaining two are in the Central Basin. The Southwest System has a total normal year active well capacity of 10,865 gpm (17,525 AFY), of which 8,715 gpm (14,057 AFY) is in the West Coast Basin, and 2,150 gpm (3,468 AFY) is in the Central Basin.

Groundwater levels are managed within a safe basin operating range to protect the LA Basin's long-term sustainability and to protect against land subsidence. The Southwest System is supplied by two active, GSWC-owned wells in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin and 12 active, GSWC-owned wells in the West Coast Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The Central Basin's groundwater storage capacity is approximately 13.8 million AF. The storage capacity of the West Coast Basin's primary water producing aquifer, the Silverado aquifer, is estimated to be 6.5 million AF.

The Southwest System's water use in 2015 was 87 gallons per capita per day (GPCD), well below the SBX7-7 2015 interim target of 124 GPCD and the 2020 target of 121 GPCD. The Project's forecast population growth is approximately 327 persons, which would generate approximately 28,536 GPCD or 31.96 AFY. The Project's water demand, if solely taken from groundwater resources, would represent 0.23 percent of the West Coast Sub-Basin's total 2015 groundwater supply. Furthermore, the City would continue to comply with SBx7-7 requirements, which aim to reduce urban water usage by 20 percent by 2020. Therefore, impacts are less than significant, and no mitigation is required.

4.11 Land Use Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
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?			X	

Impact Analysis

4.11a Would the project physically divide an established community?

No Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The Project proposes a residential community consisting of 114 attached townhomes in 22 buildings. Given its nature and scope, the Project would not physically divide an established community. No impact would occur in this regard, and no mitigation is required.

4.11b Would the project 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?

Less Than Significant Impact. GGP Figure LU-2, *Land Use Policy Map*, depicts the City's land use designations and indicates the Project site is designated Industrial with a Mixed-Use Overlay (MUO). The Industrial designation allows for a wide variety of clean and environmental-friendly industries, technology-related uses and supporting facilities, and business parks. The MUO designation allows greater flexibility of development alternatives in appropriate areas of the City, especially high-density residential development. If residential uses are developed, they must be combined with a commercial component. The Project proposes a residential community consisting of attached townhomes and no commercial uses (they would not be viable at this location); therefore, the Project would conflict with the primary intended uses for the Industrial designation with a MUO.

The City of Gardena Zoning Map depicts the City's zones and indicates the Project site is zoned General Industrial (M-2) with a Mixed-Use Overlay Zone (MU). The M-2/MU Zone is also intended to allow a greater flexibility in development alternatives, especially higher-density residential. However, if residential uses are developed, they must be combined with a commercial component, which would not be feasible in this location. GMC §§18.36.020/18.38.010 and

§18.19.030 identify the uses permitted and conditionally permitted in the M-2/MU Zone, respectively.

The Project proposes a residential community consisting solely of attached townhomes, which are not permitted uses in the M-2/MU Zone. Therefore, the Project proposes both a General Plan Amendment and Zone Change to change the General Plan land use designation from Industrial with a MUO to High-Density Residential and the zoning from General Industrial (M-2) with a Mixed-Use Overlay Zone (MU) to High-Density Multiple-Family Residential Zone (R-4).

Similar to the MU overlay zone, the minimum permitted density for the R-4 Zone is 20 DU/AC; see GMC §18.18.020.A. The Project proposes to develop a residential community on the approximately 5.6-gross AC Project site consisting of 114 attached townhomes, at a density of 20.36 DU/GAC, and therefore meets the minimum density range for the R-4 Zone and does not exceed the allowed maximum of 30 DU/gross acre.

GMC §18.44.010 specifies that Site Plans are required to be submitted for any development project for which a General Plan Amendment, Zone Change, Conditional Use Permit, Variance, Tract Map, or other discretionary permit is being sought. The Project's requested entitlements include a General Plan Amendment, Zone Change, and Tentative Tract Map, as discussed above. The Site Plan would be approved (or conditionally approved), only after the City finds the proposed development, including its proposed uses and physical design, consistent with the GGP's intent and general purpose and GMC provisions. The Project would be consistent with the City's development standards, as recently amended by Ordinance No. 1804. Additionally, the City must find that the proposed development would not adversely affect the area's orderly and harmonious development and the City's general welfare.

GMC §17.08.020 specifies that the subdivider shall prepare, or cause to be prepared, a tentative map for all proposed divisions of land or reversions to acreage and shall file such tentative map with the planning and environmental quality commission's secretary. Such tentative map shall be processed in accordance with the Subdivision Map Act and the provisions of this chapter. The Project proposes TTM #82390 to create a single-lot subdivision for Condominium Purposes.

Therefore, following the City's approval of the requested entitlements (i.e., General Plan Amendment GPA #2-18, Zone Change ZC #3-18, Tentative Tract Map TTM #82390, and Site Plan Review SPR #11-18, the Project would not conflict with the GGP or GMC. Impacts would be less than significant, and no mitigation is required.

4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?				X
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?				X

Impact Analysis

4.12a Would the project 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?

4.12b Would the project 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?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential.[38] The Project site is not located in an area identified as a locally important mineral resource recovery site.[39] Further, the GGP does not identify the Project site as a locally-important mineral resource recovery site. Therefore, the proposed Project would have no impact concerning mineral resources, and no mitigation is required.

[38] California Department of Conservation. (2018). *California Statutes and Regulations for the California Geological Survey.* Sacramento, CA: California Geological Survey.

[39] California Department of Conservation. (2015). *CGS Information Warehouse: Regulatory Maps.* Retrieved from http://maps.conservation.ca.gov/cgs/informationwarehouse/.

4.13 Noise

This Section is based on the *Acoustical Assessment* (Kimley-Horn & Associates, Inc., May 2019), which is included in its entirety in **Appendix G: Acoustical Assessment.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) 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?			X	
b) Generation of excessive ground borne vibration or groundborne noise levels?			X	
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 area to excessive noise levels?			X	

Sound and Environmental Noise

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

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

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

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the noise's effect on people is largely dependent on the noise's total acoustical energy content, as well as the time when the noise occurs. The equivalent noise level (L_{eq}) is the average noise level averaged over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of energy average during a 24-hour period, with dB weighted sound levels from 7:00 PM to 7:00 AM Most commonly, environmental sounds are described in terms of an average level (L_{eq}) that has the same acoustical energy as the summation of all the time-varying events.

A-Weighted Decibels

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

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3.0 dBA higher than one source under the same conditions. Under the dB scale, three sources of equal loudness together would produce an increase of 5.0 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6.0 dB for each doubling of distance from a

stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3.0 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics. 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. For line sources, an overall attenuation rate of 3.0 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by approximately 5.0 dBA, while a solid wall or berm reduces noise levels by 5.0 to 10 dBA. The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

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:

- Except in carefully controlled laboratory experiments, a 1.0-dBA change cannot be perceived by humans.
- Outside the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A minimum 5.0-dBA change is required before any noticeable change in community response would be expected. A 5.0-dBA increase is typically considered substantial.

- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement concerning these different sources' relative annoyance. A noise level of approximately 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.

Existing Noise Sources

Gardena is impacted by various noise sources, including mobile and stationary. Mobile noise sources, especially cars, trucks, and trains are the most common and significant sources of noise. Other noise sources are the various land uses (i.e., residential, commercial, institutional, and recreational and park activities) throughout the City that generate stationary-source noise.

As previously noted, the Project site is fully developed as an industrial use with a trucking warehouse, associated surface parking lot, and outdoor trailer storage. The warehouse is used for maintenance and storage of trucks and trailers.

Mobile Sources

Land uses surrounding the Project site include: an equestrian use (i.e., horse stables) and a vacant lot within a power line easement to the north, industrial uses (generally between Normandie Avenue and Denker Avenue) to the south, single-family residential (west of Denker Avenue) to the southwest, a mobile home park to the west, and light industrial to the east. The existing mobile noise sources in the Project area are generated by motor vehicles traveling along West 178th Street, including the truck traffic associated with the existing on-site trucking warehouse.

The General Plan has identified arterials and train movements as the City's most significant noise sources. The Circulation Element classifies 178th Street as a Collector roadway, not an Arterial.[40]

Stationary Sources

The Project vicinity's primary stationary noise sources are those associated with the on-site trucking warehouse operations and the industrial uses to the south and east. The stationary noise sources associated with the existing trucking warehouse include a surface parking lot, outdoor trailer storage, loading/unloading activities, and mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment)). The noise associated with these sources and other nearby sources may represent a single-event noise occurrence or short-term noise.

Noise Measurements

The Project site currently consists of a trucking warehouse with associated surface parking lot and outdoor trailer storage. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted two short-term noise measurements on March 26, 2019. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 11:00 AM and 12:00 PM Short-term L_{eq} measurements are considered representative of the daily noise levels. The average noise levels and sources of noise measured at each location are listed in **Table 4.13-1: Existing Noise Measurements** and shown on **Exhibit 4.13-1: Noise Measurement Locations.**

TABLE 4.13-1: EXISTING NOISE MEASUREMENTS

Site #	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
1	Southeast corner of 178th Street and Denker Avenue.	67.8	46.5	86.0	11:19 AM
2	On sidewalk of southeast corner of Project site, on 178th Street.	63.4	43.7	80.4	11:34 AM

Source: Noise measurements taken by Kimley-Horn, March 26, 2019. See **Appendix A** for noise measurement results.

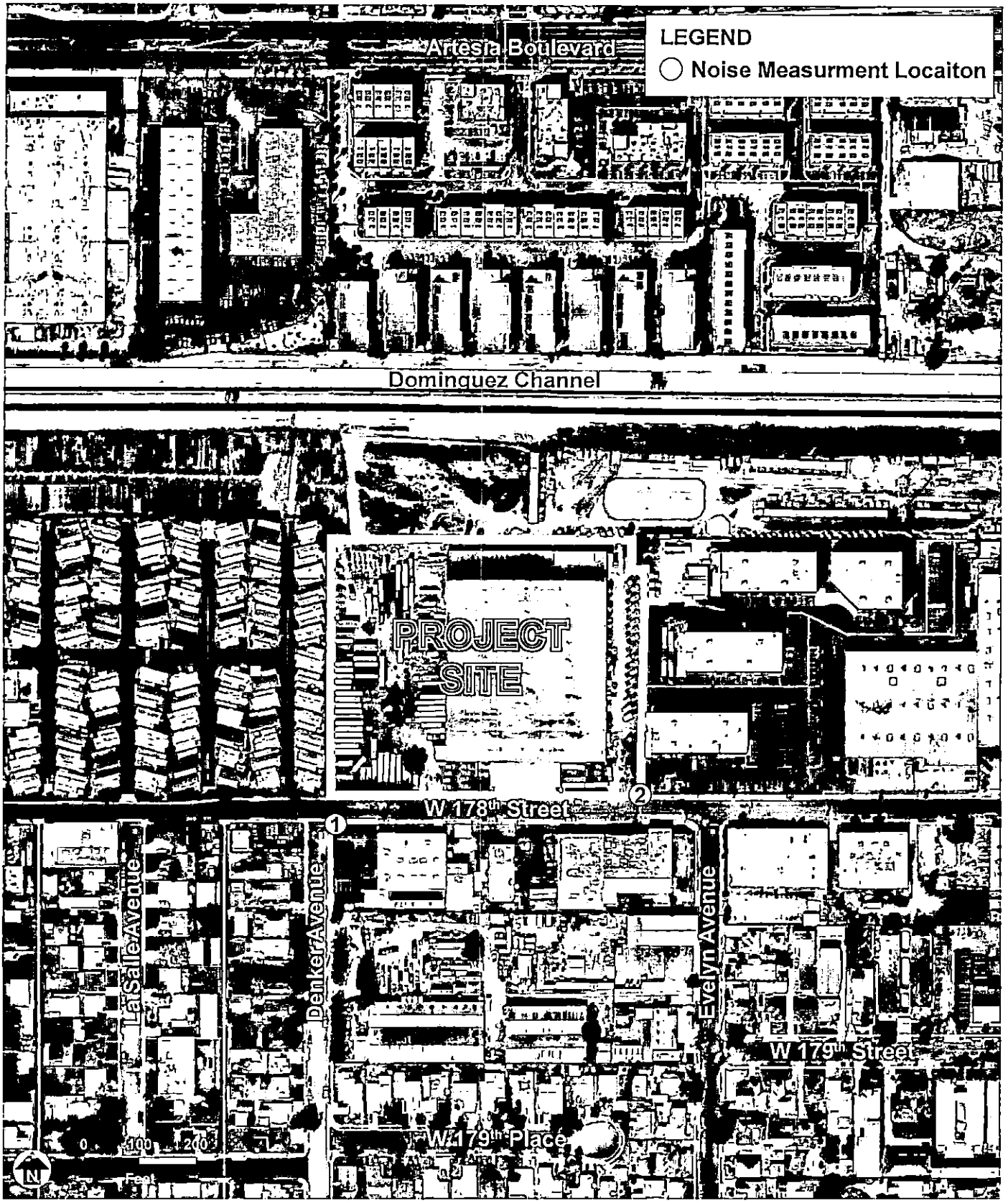
Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors near the Project site consist mostly of single-family residences/mobile homes, religious institutions,

[40] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-1: Roadway Network*. Gardena, CA: City of Gardena.

educational institutions, and recreational facilities. **Table 4.13-2: Sensitive Receptors**, lists the distances and locations of sensitive receptors within the Project vicinity.

TABLE 4.13-2: SENSITIVE RECEPTORS	
Receptor Type/Description	Distance and Direction from the Project Site
RESIDENTIAL	
Mobilehome Park Residential Neighborhood	Adjacent to the west
Single-Family Residential Neighborhood	120 feet to the southwest
Single-Family Residential Neighborhood	475 feet to the south
Multi-Family Residential Dwelling	350 feet to the southeast
RELIGIOUS INSTITUTIONS	
Gardena Torrance Southern Baptist	580 feet to the southeast
Gardena Valley Assembly of God	1,150 feet to the south
Gospel Venture International Church	1,386 feet to the west
First Missionary Baptist Church	1,390 feet to the southeast
The Church of Jesus Christ of Latter-day Saints	2,680 feet to the northwest
St Francis Korean Catholic Church	3,000 feet to the west
EDUCATIONAL INSTITUTIONS	
Pacific Lutheran Jr./Sr. High School	1,150 feet to the south
Gardena High School	1,210 feet to the east
Riley High School Gardena	2,078 feet to the south
Arlington Elementary School	3,340 feet to the west
RECREATIONAL FACILITIES	
City of Torrance Guenser Park	2,300 feet to the west
Arthur Lee Johnson Memorial Park	2,670 feet to the northeast



Source: Near Maps

Kimley»Horn

Welcome To GARDENA

Melia 178th Street Townhomes Project
Initial Study/Mitigated Negative Declaration

Exhibit 4.13-1
Noise Measurement Locations

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Local Regulatory Setting

City of Gardena General Plan

The City of Gardena General Plan (General Plan) establishes goals, policies, and programs to protect residents from excessive noise. The General Plan identifies transportation, such as arterials and train movements, as the most significant noise-producing sources, as well as fixed sources[41]. Land uses near these significant noise-producers can incorporate buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques to reduce the impact of excessive noise. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. The General Plan includes acceptable noise levels associated with specific land uses; see **Table 4.13-3: Gardena Noise and Land Use Compatibility.**

TABLE 4.13-3: GARDENA NOISE AND LAND USE COMPATIBILITY

Land Use Category	CNEL, dBA[1]						
	<	55	60	65	70	75	80
Residential – Single-family, multifamily, duplex	A	A	B	C	C	NA	NA
Residential – Mobilehomes	A	A	B	C	C	NA	NA
Transient Lodging – Motels, hotels	A	A	B	B	C	C	NA
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C	NA	NA
Auditoriums, concert Halls, Amphitheaters, Meeting Halls	B	B	C	C	NA	NA	NA
Sports Arenas, Outdoor Spectator Sports, Amusement Parks	A	A	A	B	B	NA	NA
Playgrounds, Neighborhood Parks	A	A	A	B	C	NA	NA
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C
Office and Professional Buildings	A	A	A	B	B	C	NA
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C
Industrial, Manufacturing Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

NOTE:
CNEL = Community Equivalent Noise Level; dBA = Decibel

[41] City of Gardena, *General Plan Community Safety Element Noise Plan*, 2006.

LEGEND:

A – Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

B – Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

C – Normally Unacceptable – New construction or development should generally be discouraged. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

D – Clearly Unacceptable – New construction or development should generally not be undertaken.

NA – Not Applicable

Source: City of Gardena, General Plan Community Safety Element Noise Plan, 2006.

The City has designated several streets/street segments as truck routes. General Plan Figure CI-3 illustrates the locations of designated truck routes within Gardena and indicates those nearest the Project site are Normandie Avenue to the east and Western Avenue to the west.[42]

City of Gardena Municipal Code

City of Gardena Municipal Code (GMC) §8.36.040 and §8.36.050 state the exterior and interior noise standards for the City in terms of $L_{eq}(15)$ and L_{max}. The allowable noise levels at land uses receiving noise are summarized in **Table 4.13-4: Allowable Exterior and Interior Noise Levels.** GMC §8.36.050(C) states that if the ambient noise level exceeds the noise standard, then the ambient noise level shall become the noise standard. GMC §8.36.080(G) states that noise associated with construction, repair, remodeling, grading, or demolition between the hours of 7:00 AM and 6:00 PM on weekdays and between the hours of 9:00 AM and 6:00 PM on Saturday are exempt from these noise standards. GMC §8.36.070 prohibits the operation of a device that generates vibration which is above the perception threshold of an individual at or beyond the property line if the source is on private property.

TABLE 4.13-4: ALLOWABLE EXTERIOR AND INTERIOR NOISE LEVELS

Type of Land Use	15-Minute Average Noise Level ($L_{eq}(15)$)		Maximum Noise Level (L_{max})	
	7 am – 10 pm	10 pm – 7am	7 am – 10 pm	10 pm – 7 am
Exterior Noise Levels				
Residential	55 dB(A)	50 dB(A)	75 dB(A)	70 dB(A)
Residential portions of mixed-use	60 dB(A)	50 dB(A)	80 dB(A)	70 dB(A)
Commercial	65 dB(A)	60 dB(A)	85 dB(A)	80 dB(A)
Industrial of manufacturing	70 dB(A)	70 dB(A)	90 dB(A)	90 dB(A)
Interior Noise Levels				
Residential	45 dB(A)	40 dB(A)	65 dB(A)	60 dB(A)
Residential portions of mixed-use	45 dB(A)	40 dB(A)	70 dB(A)	60 dB(A)

Source: City of Gardena, *Municipal Code*, §8.36.040 and §8.36.050, 2018.

[42] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-3: Designated Truck Routes.* Gardena, CA: City of Gardena.

Impact Analysis

4.13a Would the project result in generation 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?

Less Than Significant Impact.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to existing mobile homes residences to the west and existing single-family residences to the south. However, it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 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). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in **Table 4.13-5: Typical Construction Noise Levels.**[43]

[43] This Project will not use a pile driver.

TABLE 4.13-5: TYPICAL CONSTRUCTION NOISE LEVELS		
Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	77
Concrete Pump	82	76
Concrete Vibrator	76	79
Crane, Derrick	88	76
Crane, Mobile	83	70
Dozer	85	82
Generator	82	77
Grader	85	79
Impact Wrench	85	76
Jack Hammer	88	79
Loader	80	79
Paver	85	82
Pile-driver (Impact)	101	74
Pile-driver (Sonic)	95	79
Pneumatic Tool	85	95
Pump	77	89
Roller	85	79
Saw	76	71
Scraper	85	84
Shovel	82	89
Truck	84	79

Note:
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The sensitive receptors nearest the Project site are residential uses: the mobile home park adjacent to the west; and the single-family residential neighborhood approximately 120 feet to the southwest. As shown in **Table 4.13-5**, exterior noise levels could affect the nearest existing noise-sensitive receptors. These sensitive receptors may be exposed to elevated noise levels during Project construction. However, construction noise would be acoustically dispersed throughout the Project site and not concentrated in one area near surrounding sensitive uses. The GMC does not establish quantitative construction noise standards. Instead, the City has established limited hours of construction activities. GMC §8.36.080 exempts noise associated with new construction activity, remodeling, rehabilitation, or grading of any property from the GMC noise limitations, provided construction activities take place between the hours of 7:00 AM

and 6:00 PM on weekdays, between the hours of 9:00 AM and 6:00 PM on Saturdays, with no construction activities taking place at any time on Sundays or federal holidays. All motorized equipment used in such activity shall be equipped with functioning mufflers as mandated by the state. Additionally, existing noise levels in the Project vicinity range from 63.4 to 67.8 dBA Leq; see **Table 4.13-1**.

Construction activities may also cause increased noise along access routes to and from the Project site due to movement of equipment, materials, and workers. A maximum of approximately 7,600 CY of soil import is anticipated, which would be transported along local roadways, including 178th Street and the truck routes nearest the Project site (i.e., Normandie Avenue to the east and Western Avenue to the west). Compliance with GMC would minimize impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays. Thus, following compliance with GMC standards, Project construction activities would result in a less than significant noise impact.

Operational Noise

The Project proposes to replace the existing trucking warehouse with residential townhomes. Thus, the operational noise (stationary and traffic) associated with the existing trucking warehouse would cease and would be replaced with operational noise typical of residential uses. The major noise sources associated with the Project that would potentially impact existing and future nearby residences include stationary noise sources and off-site traffic noise.

Stationary Noise Sources. With Project implementation, the stationary noise sources (i.e., surface parking lot, outdoor trailer storage, loading/unloading activities, and HVAC equipment) associated with the existing trucking warehouse would be removed and replaced with stationary noise typical of residential uses. Noise typical of residential uses includes group conversations, pet noise, and general maintenance activities. Generally, noise levels from stationary sources are anticipated to decrease with implementation of the proposed residential uses, as compared to the existing industrial use, given the existing surface parking lot and outdoor trailer storage would be removed and loading/unloading activities would cease. Further, noise from residential stationary sources would primarily occur during the "daytime" activity hours of 7:00 AM to 10:00 PM. Additionally, the residences would be required to comply with the General Plan and GMC noise standards.

The Project is surrounded primarily by residential and industrial uses. The nearest sensitive receptors to the Project site ae the mobile home residences located adjacent to the west and single-family residences to the south across West 178th Street. Potential stationary noise sources related to long-term Project operations would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 50 dBA at 50 feet. The HVAC units associated with the proposed buildings would be located approximately 25 feet from the closest sensitive receptors. At 25 feet, HVAC noise levels would be 56 dBA. Ground-mounted HVAC equipment is anticipated to be installed in the rear of proposed homes and attenuated by a solid property wall that would

reduce noise levels to 48 dBA. As noise levels would be below the City's 55 dBA standard, noise impacts associated with HVAC equipment would be less than significant.

Nominal parking noise would occur within the on-site shared driveway and visitor parking stalls. Each proposed DU would include a two-car garage, which would attenuate parking noise. It is also noted that parking noise occurs at the adjacent properties under existing conditions. Parking and driveway noise would be consistent with the existing noise in the vicinity and would be partially masked by background traffic noise from motor vehicles traveling along West 178th Street. Actual noise levels over time resulting from parking activities are anticipated to be far below the City's noise standards. Therefore, noise impacts associated with parking would be less than significant.

Off-Site Traffic Noise. Project implementation would generate traffic volumes along West 178th Street and Project area roadways. The Project would result in 620 average daily vehicle trips (ADT).[44] This trip generation estimate is conservative given trip credits for the existing land uses that would be displaced have not been applied. When trip credits for the existing trucking warehouse are applied to the Project's trip generation estimates, the Project's net new trips would be offset, with proportionate offsets in traffic noise. Notwithstanding, for a conservative approach, this analysis assumes a traffic increase of 620 ADT. The Project's traffic would result in noise on Project area roadways. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.[45] The Circulation Element classifies 178th Street (the nearest roadway) as a Collector roadway, and therefore does not have calculated average daily traffic. These roadways carry an average of less than 15,000 vehicles per day.[46] Therefore, even without applying the credit for the existing noise associated with the displaced land uses, because the Project-related traffic increase would not result in a permanent 3-dBA increase in ambient noise levels, noise impacts associated with Project traffic would be less than significant.

4.13b Would the project generate excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction could result in

[44] Kimley-Horn & Associates, Inc. *Melia 178th Street Townhomes Project – Trip Generation Analysis*, May 2019.

[45] According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

[46] City of Gardena, *City of Gardena General Plan Draft Environmental Impact Report, pages 38-39*, January 2006.

varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.13-6: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 4.13-6,** based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

TABLE 4.13-6: TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.059
Jackhammer	0.035
Small Bulldozer/Tractors	0.003

Notes:
[1] Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual Table 7-4*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.

The nearest sensitive receptors to the Project site are the residential uses approximately 25 feet to the west from the proposed active construction zone. As shown in **Table 4.13-6**, at 25 feet, construction equipment vibration velocities would not exceed 0.089 in/sec PPV, which is below the FTA's 0.20 PPV threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest

residential structure. Therefore, vibration impacts associated with the proposed Project would be less than significant.

Operations

The Project proposes a residential development that would not involve railroads or substantial heavy truck operations. Rather, the Project would remove the existing trucking warehouse, removing the groundborne vibration associated with the existing truck operations. Thus, the Project would not generate groundborne vibration that could be felt at surrounding uses. As a result, impacts from vibration associated with Project operations would be less than significant.

4.13c Would the project be 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 area to excessive noise levels?

Less Than Significant Impact. The closest airport to the Project site is Goodyear Blimp Base Airport, located approximately 1.87 miles to the southeast. This is a private airship base used as the base of operations for Goodyear Blimps. This airship base would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Additionally, the Project is not within an airport land use plan or within 2.0 miles of a public airport or public use airport. Therefore, impacts would be less than significant.

Cumulative Noise Impacts

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. As discussed in Threshold 6.1, the City permits construction activities between 7:00 AM and 6:00 PM on weekdays, between 9:00 AM and 6:00 PM on Saturdays and prohibits construction activities on Sundays and federal holidays. There would be periodic, temporary, noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following compliance with the GMC. Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Impact Analysis

4.14a Would the project 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)?

Less Than Significant Impact. The City's current population as of January 1, 2019 is approximately 61,042 persons.[47] The City's housing stock totaled 21,873 DU with approximately 2.87 persons per household (PPH).

No employment-generating land uses or extension of roads capable of inducing direct/indirect population growth in the City are proposed. However, the Project proposes development of a residential community consisting of 114 attached townhomes. Assuming 114 DU and 2.87 PPH, the Project's forecast population growth is approximately 327 persons. Therefore, the Project would induce direct population growth in the City by proposing new homes. The Project's forecast population growth would increase the City's existing population of approximately 61,042 persons by less than one percent (approximately 0.54 percent). Additionally, it is the City's goal (GGP Land Use Goal 1) to "preserve and protect existing single-family and low/medium-density residential neighborhoods while promoting the development of additional high-quality housing types in the City." The proposed Project would be in furtherance of this goal by providing additional housing types in the City. The Project's nominal population growth is not considered substantial in a City-wide context. Therefore, the Project would result in a less than significant concerning population growth, and no mitigation is required.

[47] California Department of Finance. (2018). E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark.

4.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. There is no housing on the Project site; therefore, the Project would not displace existing housing or require construction of replacement housing elsewhere. No impact would occur in this regard, and no mitigation is required.

4.15 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	

Impact Analysis

4.15a Fire Protection?

Less Than Significant Impact. The City contracts the Los Angeles County Fire Department (LACFD) to provide fire protection and emergency medical services for the City. LACFD operates two fire stations within the City: Fire Station 158, located at 1650 West 162nd Street, and Fire Station 159, located at 2030 West 135th Street. The closest fire station to the Project site is Station #158, approximately 1.0 mile to the north. The population growth associated with the Project would incrementally increase the demand for fire protection and emergency medical services to the Project site. However, the LACFD Fire Prevention Division has reviewed the Project and specified access and water system requirements, which would enhance the proposed development's fire protection. LACFD Fire Prevention Division granted clearance of the Project's tentative tract map on May 24, 2019 and the Project would be required to comply with standard LACFD conditions of approval.

Therefore, Project impacts concerning fire protection services would be less than significant, and no mitigation is required. Additionally, the Project does not propose, and would not create a need for, new/physically altered fire protection facilities, thus, no environmental impact would occur in this regard.

4.15b Police Protection?

Less Than Significant Impact. Police protection services would be provided by the City of Gardena Police Department (GPD). The GPD has 83 police officers and 19 part-time employees. The closest police station is located at 1718 West 162nd Street, approximately 1.0 mile north of the Project site.

The population growth associated with the Project would incrementally increase the demand for police protection services to the Project site. However, through the City's Site Plan Review process, the GPD would review the Project concerning access and other safety measures, which would enhance the proposed development's police protection. Therefore, Project impacts concerning police protection would be less than significant, and no mitigation is required. Additionally, the Project does not propose, and would not create a need for, new/physically altered police protection facilities, thus, no environmental impact would occur in this regard.

4.15c Schools?

Less Than Significant Impact. The Project site is within Los Angeles Unified School District (LAUSD) boundaries. The public schools listed below would serve the proposed Project.[48]

- 186th Street Elementary School (K-5),
- Peary Middle School (6-8), and
- Gardena High School (9-12).

Various private schools serving Kindergarten through 12th grades also exist in the Project area.

Based on 114 DU and LAUSD's student generation factor of 0.437 students per new DU, the proposed Project is forecast to generate approximately 50 new students to the LAUSD.[49] The student population growth associated with the Project would incrementally increase the demand for school facilities/services. However, the Project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB50). Pursuant to Government Code §65995(3)(h), "payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..." Therefore, Project impacts to schools would be less than significant, and no mitigation is required. Additionally, the Project does not propose, and would not create a need for, new/physically altered school facilities, thus, no environmental impact would occur in this regard.

4.15d Parks?

Less Than Significant Impact. See Response 4.16 below.

4.15e Other public facilities?

Less Than Significant Impact. Los Angeles County Library operates 84 community-based library outlets, including four bookmobiles in 51 of 88 cities and unincorporated areas.[50] Los Angeles

[48] Los Angeles Unified School District. (2018). Retrieved from https://www.arcgis.com/home/webmap/viewer.html?webmap=e32c5cd92bf74e19acafb26752b63f0a.

[49] Los Angeles Unified School District. (2018). Developer Fee Justification Study, Table 3: LA Unified Student Generation Factors. Roseville, CA: Schoolworks, Inc.

[50] LA County Library. (2018). Public Libraries. https://www.lacounty.gov/things-to-do/libraries-museums/public-libraries/.

County Library is responsible for maintenance and library improvements to meet future library service's needs. The population growth associated with the Project would incrementally increase the demand for library services, and specifically at the Gardena Mayme Dear Library located at 1731 West Gardena Boulevard, Gardena. The Library system has developed a Strategic Plan that identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands. Given the Project's nature and scope, impacts to library facilities/services would be less than significant, and no mitigation is required. Additionally, the Project does not propose, and would not create a need for, new/ physically altered library protection facilities, thus, no environmental impact would occur in this regard.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Impact Analysis

4.16a Would the project 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?

4.16b Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. GMC §18.16.050 and §18.18.010 require 600 SF/DU of open space divided between common and private open space; at least 150 SF/DU must be private open space, 200 SF/DU must be common open space, and 250 SF/DU can be either. The Project includes approximately 1.12 acres (48,727 SF) of common open space, including a central recreational area with a swimming pool, paseos, a pocket park, and trail). Also, approximately 21,279 SF of private open space is proposed, including approximately 14,059 SF within private patios and approximately 7,220 SF within private balconies.

Under GMC Chapter 17.20, the City requires dedication of land, payment of fees, or a combination of both for park or recreational purposes. GMC §17.20.030 specifies that a minimum of 3.0 acres of usable park area is required per 1,000 persons residing within the subdivision. Based on U.S. Census and 2.9 persons per household, the Project's forecast population growth is approximately 331 persons.[51] Based on this forecast population growth and the City's park area target of 3.0 acres per 1,000 persons, the Project would create a demand for approximately 0.99

[51] Note, assuming 114 DU and 2.87 PPH consistent with the California Department of Finance, the Project's forecast population growth is approximately 327 persons; see California Department of Finance. (2018). *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2018 with 2010 Census Benchmark.* However, for this analysis, U.S. Census persons per household is used for compliance with GMC requirements.

acres of usable park area. A condition of approval will be imposed requiring the Developer to comply with GMC requirements and pay a park and recreation fee under the Subdivision Map Act and GMC Chapter 17.20.

Considering the active open spaces that provide for onsite recreational areas and payment of fees, the Project would result in a less than significant impact concerning recreational facilities and no mitigation is required.

The environmental effects associated with the proposed recreational facilities are analyzed throughout this Initial Study. As concluded in this Initial Study, the Project's environmental effects would be less than significant, following compliance with the established regulatory framework and COA.

COA REC-1 **Recreational Facilities.** The developer shall pay in lieu park fees in accordance with Gardena Municipal Code Chapter 17.20. Total in lieu park fees shall be paid in full to the City prior to Final Map.

4.17 Transportation

This Section is based on the *Melia 178th Street Project - Trip Generation Analysis Memorandum* (Kimley-Horn, May 2019), which is included in its entirety in **Appendix H: Trip Generation Analysis.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				X
d)Result in inadequate emergency access?			X	

Impact Analysis

4.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact.

Circulation System (Including Roadways)

The Project site is currently occupied by an active trucking warehouse use (i.e., RoadEx America). The Project proposes to remove this existing use and, in its place, develop a residential community consisting of 114 three-story, attached townhomes. Therefore, the trips currently associated with the Project site would be taken as a trip credit to offset the new trips that would be generated by the proposed Project.

Trip generation estimates for the existing trucking warehouse have been developed by collecting AM and PM peak hour traffic count data at the two existing site driveways on 178th Street. Trip generation estimates for the proposed Project are based on the ITE *Trip Generation Manual* (10th Edition) trip generation rates for ITE Land Use 221 – Multifamily Residential – Mid-Rise (3 – 10 stories). Summaries of the data collection and trip generation analysis are presented below.

Existing Trucking Warehouse Trip Generation

Traffic count data was collected at the Project site driveways on Monday, March 25, 2019 from 6:00 AM to 9:00 AM, and from 3:00 PM to 7:00 PM, for a total of seven hours of data collection. The driveway counts included a separate tally of passenger cars and trucks.

The data collection also included counts of pedestrians walking to/from the Project site. Throughout the data collection period, individuals were observed parking on 178th Street or Denker Avenue and walking to/from the Project site. The street parking in the area was observed to be heavily occupied during the daytime hours. During the seven-hour data collection period, as many as 78 pedestrians were observed entering/exiting the Project site during the AM peak hour. These pedestrians were assumed to be trucking warehouse employees or visitors, and therefore were counted as vehicular trips associated with the existing trucking warehouse.

Table 4.17-1: Summary of RoadEx Driveway Traffic Data Collection summarizes the existing AM and PM peak hour period site trips, for passenger cars, trucks, and pedestrians. As indicated in **Table 4.17-1**, passenger cars, trucks, and pedestrians generate approximately 63 AM peak hour trips and 64 PM peak hour trips.

TABLE 4.17-1: SUMMARY OF ROADEX DRIVEWAY TRAFFIC DATA COLLECTION

Period	Type of Trip[1]	Trips During Entire Data Collection Period[2]	Trips During Peak Hour[2,3]
AM (Morning) (6:00 AM to 9:00 AM)	Passenger Cars	16	7
	Trucks	47	20
	Sub-Total	***63***	***27***
	Pedestrians	78	36
	Total Morning	***141***	***63***
PM (Evening) (3:00 PM to 7:00 PM)	Passenger Cars	33	15
	Trucks	76	21
	Sub-Total	***109***	***36***
	Pedestrians	66	28
	Total Evening	***175***	***64***
Total AM and PM Trips		***316***	***127***

Notes:
For purposes of reporting data collection results at the Project site driveways:

- Cars = Passenger cars entering or exiting the site driveways.
- Trucks = Trucks entering or exiting the site driveways.
- Pedestrians = Individuals observed parking on the street and walking to/from the Project site.

Accounts for both inbound and outbound movements (i.e., trips).
Highest single hour of traffic during the AM and PM data collection periods.
Source: Kimley-Horn, Melia 178th Street Project - Trip Generation Analysis Memorandum, Kimley-Horn, May 2019.

Proposed Project Trip Generation

The trip generation estimates for the proposed Project are summarized on **Table 4.17-2: Comparison of Project Trip Generation**. Based on the ITE trip generation rates for Multifamily Residential – Mid-Rise, the proposed Project is estimated to generate 620 average daily trips (ADT), with 41 AM peak hour trips and 51 PM peak hour trips.

TABLE 4.17-2: COMPARISON OF PROJECT TRIP GENERATION
EXISTING: ROADEX TRUCKING PROPOSED: MELIA HOMES MULTIFAMILY RESIDENTIAL

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
RoadEx Trucking Business	***Site traffic volumes based on peak period driveway counts - March 2019***								
Multifamily Housing (Mid-Rise)	221	DU	5.440	0.094	0.266	0.360	0.268	0.172	0.440
Land Use	**Quantity**	**Unit**	**Trip Generation Estimates**						
			Daily	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Existing Use									
RoadEx Trucking Business - Vehicles			n/a	13	14	27	16	20	36
Pedestrians to and from RoadEx [2]			n/a	26	10	36	9	19	28
Total Existing Trips			n/a	39	24	63	25	39	64
Proposed Use									
Multifamily Housing (Mid-Rise)	114	DU	620	11	30	41	31	20	51
Net Difference (Proposed Minus Existing)			***n/a***	***-28***	***6***	***-22***	***6***	***-19***	***-13***

Notes:
[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition
[2] Throughout the data collection period, individuals were observed parking on 178th Street or Denker Avenue and walking to and from the RoadEx property. Each pedestrian entering or exiting the RoadEx site is assumed to be a RoadEx employee or visitor and is counted as a vehicular trip associated with the existing RoadEx business.

Trip Generation Analysis

As previously noted, the Project proposes to remove the existing trucking warehouse. Therefore, the trips currently associated with the Project site would be taken as a trip credit to offset the new trips that would be generated by the proposed Project.

Table 4.17-2 summarizes the existing site trips and proposed Project trips. When the existing trips generated by the trucking warehouse are subtracted from the proposed Project trip generation estimates, the Project would result in -22 AM peak hour trips and -13 PM peak hour trips. Thus, the Project would result in a net decrease in peak hour trips.

Surrounding Roadways Analysis

In addition to the existing traffic levels currently associated with the Project site, two traffic-related conditions exist on the surrounding street system:

- As previously mentioned, individuals were observed parking on the street and walking to/from the Project site. During the seven-hour data collection period, as many as 78 pedestrians were observed entering or exiting the Project site; see **Table 4.17-2**.
- During the data collection period, several large trucks were observed parked along 178th Street, or pulled over, idling and waiting for an opening on the Project site. **Table 4.17-3: Summary of Truck Activity on 178th Street** summarizes the instances observed, along with the time of day and duration. **Exhibit 4.17-1: Truck Activity on 178th Street** provides photographs of some trucks observed parked or waiting on 178th Street.

Project implementation would remove the existing trucking warehouse, thus, removing the associated trucking activities including the street parking and idling described above. Therefore, circulation and capacity on the street system serving the Project site would improve with Project implementation.

TABLE 4.17-3: SUMMARY OF TRUCK ACTIVITY ON 178TH STREET

Activity on 178th Street	Time of Day	Duration
Several trucks parked – both sides of street	Trucks were parked on 178th Street when the data collectors arrived at 6:00 AM	Unknown
1 truck parked – north side of street	Prior to 6:00 AM to 7:35 AM	1 hour 35 minutes
1 truck waiting – south side of street	7:25 to 7:35 AM	10 minutes
1 truck waiting – north side of street	2:48 to 2:58 PM	10 minutes
1 truck waiting – north side of street	3:43 to 3:59 PM	16 minutes
1 truck waiting – north side of street	4:07 to 4:10 PM	3 minutes
1 truck waiting – north side of street	4:52 to 5:07 PM	15 minutes
1 truck waiting – north side of street	5:44 to 5:57 PM	13 minutes
1 truck waiting – south side of street	6:09 to 6:15 PM	6 minutes

As demonstrated by the trip generation and surrounding roadways analyses presented above, the Project would improve existing conditions, thus, would not conflict with a program plan, ordinance, or policy addressing the circulation system. Therefore, the Project would result in a less than significant impact, and no mitigation is required.

Transit Facilities

Transit service to the Project area is provided by LA Metro, which serves the greater Los Angeles metropolitan area, and by GTrans, the City of Gardena transit service. The bus stops closest to the Project site are located:

- On the east and west sides of Normandie Avenue, north and south of 178th Street, approximately 1,405 feet and 1,426 feet from the Project site; and
- On the east side of South Western Avenue, south of Artesia Boulevard, approximately 1,648 feet from the Project site.

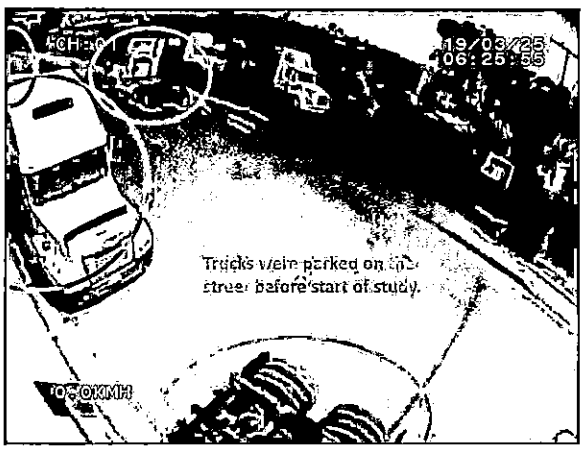
Bus routes serving the Project area are described below.

LA Metro Route 125 operates between the Cities of Norwalk and El Segundo, traveling through the City of Gardena along Rosecrans Avenue in the Project vicinity. Route 125 operates on weekdays from approximately 4:30 AM to 10:00 PM, with 15- to 25-minute headways (the time between bus arrivals); on Saturdays from approximately 5:00 AM to 9:15 PM and on Sundays and Holidays from approximately 6:00 AM to 8:45 PM with approximately 30-minute headways.

GTrans Line 4 operates between the 147th Street/Hawthorne Boulevard to Harbor Gateway Transit Center, traveling along Normandie Avenue in the Project vicinity. Line 4 operates on weekdays from approximately 5:25 AM to 7:05 PM with 15- to 55-minute headways. Line 4 does not operate on weekends.

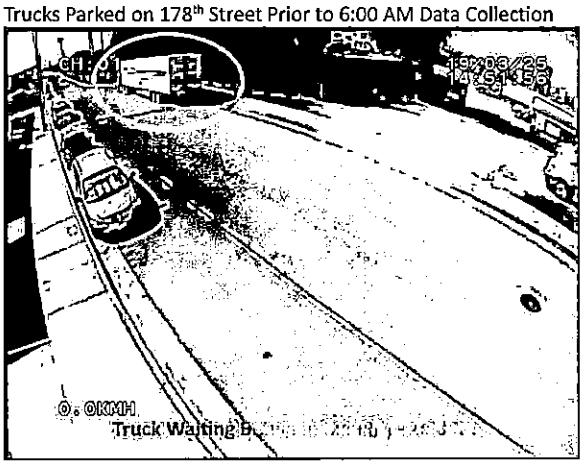
GTrans Line 2 operates on a loop between PCH and Imperial Highway, traveling along South Western Avenue in the Project vicinity. Line 2 operates on weekdays from approximately 4:40 AM to 10:00 PM with 15- to 30-minute headways. On weekends, Line 2 operates from approximately 5:00 AM to 9:30 PM with 40- to 40-minute headways.

The Project would continue to be served by the existing transit system. The population growth associated with the Project would incrementally increase the demand for public transit services. However, the Project would not conflict with a program plan, ordinance, or policy addressing transit. Therefore, the Project would result in a less than significant impact, and no mitigation is required.

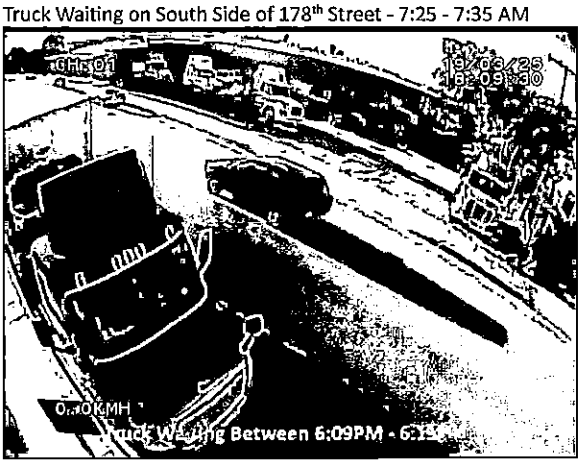


Trucks Parked on 178th Street Prior to 6:00 AM Data Collection

Truck Waiting on South Side of 178th Street - 7:25 - 7:35 AM



Truck Waiting on North Side of 178th Street - 2:48 - 2:58 PM



Truck Waiting on South Side of 178th Street - 6:09 - 6:15 PM

Kimley»Horn

Welcome To GARDENA

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Bicycle Facilities

Normandie Avenue is designated as a Class III bike route, which are identified by signage along the street that denotes "BIKE ROUTE." However, there is currently no bike route signage along Normandie Avenue in the Project vicinity. The population growth associated with the Project could incrementally increase the usage of this bike route and others throughout the City. However, the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Additionally, the Project proposes a visitor bicycle rack (for two bicycle parking stalls). Therefore, the Project would result in a less than significant impact, and no mitigation is required.

Pedestrian

A pedestrian sidewalk is currently provided along Project site frontage at West 178th Street. The Project would not interfere with use of this sidewalk. The Project proposes pedestrian access via the primary entrance on West 178th Street. Additionally, a natural area with decomposed granite (DG) trail along the northern property boundary is proposed for pedestrian use. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, the Project would result in a less than significant impact, and no mitigation is required.

4.17b Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

No Impact. State CEQA Guidelines §15064.3 codifies the change from Level of Service to VMT as a metric for transportation impact analysis. Pursuant to Senate Bill (SB) 743, VMT analysis is the primary method for determining CEQA impacts. Jurisdictions are not required to adopt VMT as a significant impact determination until July 2020, unless jurisdictions move forward with establishing VMT thresholds ahead of the deadline. As of this writing, the City of Gardena has not adopted a VMT threshold, therefore VMT was not analyzed. Concerning implementation of VMT, the recently amended State CEQA Guidelines mandate that the new methodology will apply prospectively only and will not affect projects that have already commenced environmental review. State CEQA Guidelines §15064.3(c); 15007. Therefore, the Project would not conflict or be inconsistent with State CEQA Guidelines §15064.3(b). No impact would occur in this regard, and no mitigation is required.

4.17c Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed Project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. The Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature. The Project is compatible with the surrounding land uses. All on-site and site-adjacent improvements, including traffic signing/striping and Project driveways, would be constructed as approved by the City of Gardena Park Public Works Department. Sight distance at Project access points would comply

with applicable City of Gardena/California Department of Transportation sight distance standards. Therefore, no impact would occur, and no mitigation is required.

4.17d Would the project result in inadequate emergency access?

Less Than Significant Impact. Primary vehicular access to the Project site is proposed via a two-way driveway at the southern boundary at West 178th Street. Vehicular metal sliding gates designed to meet GFD standards and a visitor kiosk/pilaster (with telephone keypad) are proposed at the main entry. A secondary/emergency vehicle access equipped with a Fire Department Knox box is proposed at the Project site's southwestern corner at 178th Street. Pedestrian access is proposed via the primary entrance on West 178th Street. The LACFD Fire Prevention Division has reviewed the Project and specified access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site. Following compliance with LACFD access requirements, adequate emergency access to the Project site would be provided. Impacts would be less than significant, and no mitigation is required.

4.18 Tribal Cultural Resources

This Section is based on the *Assembly Bill 52 and Senate Bill 18 Communications initiated by the City of Gardena*. The documents for the initiation process are included in **Appendix B2: Assembly Bill 52 and Senate Bill 18 Communications.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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 §5020.1(k); or		X		
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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Impact Analysis

4.18ai 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 §5020.1(k); or

4.18aii 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 §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact With Mitigation Incorporated.

Assembly Bill 52

Chapter 532 Statutes of 2014 (i.e., Assembly Bill 52 (AB52)) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources," which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with PRC §21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California NAHC. Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC §21074. The City has contacted the tribal representatives of the tribes noted below. Correspondence to and from tribal representatives is included as **Appendix B2.**

AB52 Native American Group Contacted:

- Gabrieleno Band of Mission Indians-Kizh Nation, Andrew Salas.

On February 19, 2019, the City received a request for consultation pursuant to AB52 from the Gabrieleno Band of Mission Indians-Kizh Nation. In response to this request, the City engaged with the Gabrieleno Band of Mission Indians-Kizh Nation in consultation on the Project, and a telephone meeting was held May 22, 2019. The parties agreed to impose mitigation measures to mitigate potential impacts to tribal cultural resources, thus concluding consultation pursuant to AB52 requirements. Following compliance with MMs TCR-1 and TCR-2, potential impacts to tribal cultural resources would be reduced to less than significant.

Senate Bill 18

Chapter 905 Statutes of 2004 (i.e., Senate Bill 18 (SB18) requires that lead agencies, "prior to the adoption or amendment of a city or county's general plan, conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county's jurisdiction. The bill would define the term "consultation" for purposes of those provisions. By imposing new duties on local governments with respect to consultations regarding the protection and preservation of California Native American historical, cultural, and sacred sites, the bill would impose a state-mandated local program." In compliance with PRC §21080.3.1(b), the City provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission (NAHC). Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC §21074. The City contacted the tribal representatives noted below. Correspondence to and from tribal representatives is included as **Appendix B2.**

As of this Initial Study's release date, the City has not received a request for consultation pursuant to SB18.SB18 Native American Groups Contacted:

- Gabrielino/Tongva Nation, Sandonne Goad,
- Gabrielino-Tongva Indians of California Tribal Council, Robert Dorame,
- Gabrielino-Tongva Tribe, Charles Alvarez,
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, and
- Gabrieleno Band of Mission Indians-Kizh Nation, Andrew Salas.

As discussed in Response 4.9b, the Project site has been extensively altered by prior ground disturbance and development. However, there is the potential for the Project to affect previously unidentified Native American tribal cultural resources. Construction activities would include excavation and grading. With implementation of MMs TCR-1 and TCR-2, potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures

MM TCR-1 **Retain a Native American Monitor/Consultant:** Prior to Grading Permit issuance, the Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the Project area. The NAHC provides this list. The monitor/consultant shall only be present onsite during the construction phases that involve the following ground-disturbing activities: grading, excavation, and trenching, within the Project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the ground-disturbing activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

MM TCR-2 **Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, construction activities shall cease in the find's immediate vicinity until the find can be assessed. All archaeological resources unearthed by ground-disturbing activities shall be evaluated by an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe requests reburial

or preservation for educational purposes. Work may continue elsewhere on the Project site while evaluation and, if necessary, mitigation takes place (State CEQA Guidelines §15064.5 [f]). If the archaeologist determines that the resource constitutes a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be made available. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines §15064.5(f) for historical resources and Public Resources Code § 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is infeasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or local historical society for educational purposes.

4.19 Utilities and Service Systems

This Section is based on the *Sanitary Sewer Analysis* (C&V Consulting, Inc. Revised July 2019) (Sewer Analysis), which is included in its entirety in **Appendix I: Sanitary Sewer Analysis.**

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects? i. Water, ii. Wastewater, iii. Wastewater Treatment (see Response 4.19.c below), iv. Stormwater Drainage, v. Electric Power, Natural Gas, and Telecommunications.			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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 projected demand in addition to the provider's existing commitments?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Impact Analysis

4.19a Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects?

i. Water,

Less Than Significant Impact. See Response 4.19b below.

ii. Wastewater,

iii. Wastewater Treatment,

Less Than Significant Impact. See Response 4.19.c below.

iv. Stormwater Drainage,

Less Than Significant Impact. Refer to Response 4.10c concerning drainage patterns and stormwater drainage systems. As discussed in Response 4.10c, the Project proposes on-site drainage improvements. No off-site drainage improvements are proposed. The environmental effects associated with the proposed drainage improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the drainage improvements' environmental effects would be less than significant, following compliance with the established regulatory framework. No mitigation is required.

i. Electric Power, Natural Gas, and Telecommunications.

Less Than Significant Impact. Electrical power is provided by SCE and natural gas is provided by SoCalGas. Telecommunications are provided by various companies. SCE, SoCalGas, and local telecommunications companies operated and maintain transmission and distribution infrastructure in the Project area, which currently serves the Project site. Refer to Responses 4.6a and 4.6b for further discussions concerning electricity and natural gas usage. The Project's anticipated electricity demand would be approximately 491,045 kWh per year. The Project's anticipated natural gas demand (approximately 1,078,980 cubic feet per year). The Project proposes to connect to existing electrical, natural gas, and telecommunications infrastructure, and no off-site improvements are proposed. The environmental effects associated with the necessary on-site electrical, natural gas, and telecommunications improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the improvements' environmental effects would be less than significant, following compliance with the established regulatory framework. No mitigation is required.

4.19b Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The GSWC supplies water to the Project site. GSWC's *Final Draft 2015 Urban Water Management Plan - Sou*thwest (UWMP) Tables 7-2, 7-3, and 7-4 indicate water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2040. UWMP water demand forecasts are based on adopted General Plans.

The 5.63-acre Project site is designated Industrial with a Mixed-Use Overlay. The Mixed-Use Overlay permits residential development on selected areas designated for commercial and industrial land uses. For lots greater than 1.0 AC, the maximum allowed intensity and density (stepped density) within the Mixed-Use Overlay designation are a floor-area ratio (FAR) of 0.5 and 30 DU/AC and a minimum density of 20 DU/AC. Based on a 5.63-acre site and 30 DU/AC, the Project site's maximum residential development capacity is 170 DU, based on the current Mixed-Use Overlay designation. The Project proposes 114 DU at a density of 20.36 DU/GAC, which would not exceed the site's maximum allowable density of 30 DU/AC and maximum residential development capacity of 170 DU, based on the current Mixed-Use Overlay designation. Thus, the Project would not increase growth beyond the General Plan's projections, which are the basis for the UWMP water demand forecasts.

The Project proposes General Plan Amendment GPA #2-18 to change the GGP land use designation from Industrial with a MUO to High-Density Residential. Further, GSWC has analyzed the proposed Project to determine if sufficient water supplies are available to serve the Project from existing entitlements and resources. GSWC has confirmed water service would be available to the Project site from GSWC's Southwest District water system, and service could be provided from their existing water facilities within West 178th Street.[52] Thus, GSWC would have adequate water supplies from existing entitlements. Project impacts concerning water demand would be less than significant, and no mitigation is required. Further, GSWC provides conservation programs along with incentives to conserve water in the City. Although the GSWC service area population is expected to increase, the overall baseline potable demand in acre-feet per year (AFY) is expected to decrease due to further water use efficiency and recycled water programs.[53]

The Project proposes on-site water improvements and one connection (at the site's primary entrance) to an existing 12-inch water main within West 178th Street. No off-site water improvements are proposed. The environmental effects associated with the proposed water improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the water improvements' environmental effects would be less than significant, following compliance with the established regulatory framework. No mitigation is required.

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[52] J. Zhao, P.E., PhD., personal communication (*Will Serve Letter for 1515 W. 178th Street)*, September 25, 2018.

[53] Golden State Water Company. (2016). *2015 Urban Water Management Plan – Southwest.* Rancho Cordova, CA: Kennedy/Jenks Consultants.

4.19c Would the project 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 projected demand in addition to the provider's existing commitments?

Less Than Significant Impact.

Wastewater Generation and Infrastrustructure

The Project's wastewater flow is estimated at approximately 0.1393 cfs, which would increase the overall downstream system by approximately 41.7 percent at peak flow rates.

The Project site is within the jurisdictional boundaries of Sanitation Districts of Los Angeles County Sanitation District No. 5 (LACSD). The Project's wastewater would discharge to the local sewer line for conveyance to a LACSD's trunk sewer. Access to the City's sanitary sewer system would be provided with connection to an existing 8-inch line within West 178th Street, at the site's southwest corner. The existing 8-inch sewer line, located approximately 2.0 feet south of the northerly right-of-way, flows westerly in West 178th Street. At the Project site's southwest corner, the existing 8-inch sewer main connects to an existing sewer manhole (Manhole #1). Existing flows from the site, the commercial buildings to the south, 71 existing single-family residential dwellings to the south/southeast, and the mobile home park to the west are all tributary to existing Manhole #1. Flows continue to drain in the westerly direction to an existing sanitary sewer lift station located near the northwest corner of the West 178th Street at La Salle Avenue intersection. The lift station discharges flows via an existing 6-inch Schedule 40 pipe to an existing LACSD 57-inch trunk sewer (Joint Outfall "D", Unit 2, Section 3) that continues to flow in the southerly direction within La Salle Avenue. The existing and proposed development peak flows for the manholes and pump are detailed in **Appendix I**.

The Sewer Analysis concludes that considering the proposed development peak flows in addition to the monitored and calculated existing peak flow rates, there is an increased impact to the downstream existing sanitary sewer system, however the potential increase is within acceptable agency standards. Considering the manhole monitoring and sewer generation rate, the overall total future peak flow rate, including the proposed development is approximately 0.3210 cfs (207,500 gpd). The Sewer Analysis also concluded the increased overall future peak flow rate of approximately 335.89 gpm of (0.7583 cfs) can be maintained within the existing pump systems operating capacity. Although, the proposed development increases the overall downstream pipe capacity, the existing pipe capacity is currently over the typical 50% maximum capacity requirement. Overall, the Sewer Analysis results indicate that the future peak flow rates produced by the proposed development would not significantly impact or exceed the maximum pump capacity within the downstream existing sewer lift station.

Therefore, the Project's effluent peak flow rates and volumes would not significantly impact or exceed the existing sewer capacity in the public sewer system or the existing sanitary sewer lift station. A less than significant impact would occur and no mitigation is required.

The Project proposes on-site wastewater improvements and one connection to an existing 8-inch line within West 178th Street, at the site's southwest corner. No off-site wastewater improvements are proposed/required. The environmental effects associated with the proposed wastewater improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the wastewater improvements' environmental effects would be less than significant, following compliance with the established regulatory framework. No mitigation is required.

Wastewater Treatment

The wastewater generated by the proposed Project would be treated at LACSD's Joint Water Pollution Control Plant located in the City of Carson. The Plant has a capacity of 400 mgd and currently produces an average recycled water flow of 254.6 mgd. The Project would generate approximately 0.1393 cfs (90,032 gallons per day (gpd)). The HSC empowers the LACSD to charge a fee for the privilege of connecting to the LACSD's Sewage System for increasing the strength or quantity of wastewater discharged from connected facilities. The fee payment would be required before a permit to connect to the sewer is issued. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities.

4.19d Would the project 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?

4.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Waste Resources of Gardena ("Waste Resources") provides solid waste and recycling services for the City's residential, commercial, and industrial customers. Waste Resources currently uses the Chiquita Canyon Sanitary Landfill for non-recyclable municipal solid waste by way of its transfer station Waste Resources Recovery, at 357 West Compton Boulevard, Gardena. Construction and demolition debris is sent either directly to a recycling partner or to California Waste Services for sorting and recycling.

The Project proposes to remove all existing on-site structures and surface parking lot and develop a residential community consisting of attached townhomes. State law requires a 65 percent diversion rate for construction and demolition (C&D) projects. The Gardena City Council has recently adopted Ordinance No. 1797 to update the GMC to comply with State law. Each C&D project for which a Building/Demolition Permit is applied for and approved must achieve the waste diversion performance standard or show a good faith effort to achieve that standard. Thus, the Project would be subject to compliance with Ordinance No. 1797, which would achieve compliance with State law.

Project implementation would increase solid waste disposal demands over existing conditions. Chiquita Canyon Sanitary Landfill is located at 29201 Henry Mayo Drive, Castaic, and its maximum permitted throughput is 6,000 tons per day (TPD). The facility's remaining capacity is approximately 8.6 million CY and maximum capacity is approximately 63.9 million CY,

respectively.[54] Thus, the Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project's solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above. Operational activities would be required to comply with all applicable federal, State, and local statues and regulations for solid waste, including those identified under the 2016 (or most recent) CALGreen and AB 939. In 2018, all projects subject to the City's diversion program met or exceeded the 65 percent requirement. The Project would result in less than significant impacts concerning solid waste, and no mitigation is required.

[54] California Department of Resources Recycling and Recovery (CALRecycle). (2018). *Solid Waste Information System (SWIS)* Chiquita *Canyon Sanitary Landfill (19-AA-0052)*. Retrieved from https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0052/.

4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
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?				X
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?				X

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to CalFire Fire Hazard Severity Zone Map for the City of Gardena, the Project site is not within a State Responsibility Area. The Project site is in a Non-Very High Fire Hazard Severity Zone (VHFHSZ) zone within a local responsibility area.[55] Project design and site access would adhere to LCFD regulations and designs. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access, and no impact would occur.

[55] CalFire. (November 2007). *Los Angeles County FHSZ Map.* Retrieved from http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles

b) Would the project, 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?

No Impact. As discussed above, the Project is not within an area classified as very high fire hazard severity zone. Therefore, no impacts would occur.

c) Would the project 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?

No Impact. As discussed above, the Project is not within an area classified as very high fire hazard severity zone. The Project site is surrounded by development in an urbanized area of the City. The Project would tie into existing infrastructure that currently serves the Project site. Project implementation would not result in the new construction, installation, or maintenance of new infrastructure. No impact would occur.

d) Would the project 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?

No Impact. The Project is not within an area classified as very high fire hazard severity zone. The Project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impacts would occur.

4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project:				
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?		X		
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 the past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.21a Does the project 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?

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to degrade the environment's quality or result in significant environmental impacts that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, state, and federal regulations), Project COAs, and the recommended mitigation measures.

As concluded in Section 4.4, the Project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

As concluded in Section 4.5, the Project would not eliminate important examples of the major periods of California history. As also concluded in Section 4.5, following compliance with MM TCR-1 and TCR-2, potential impacts to archaeological resources would be reduced to less than significant.

As concluded in Section 4.18, the Project could cause an adverse change in the significance of a tribal cultural resource, unless mitigated. Following compliance with MM TCR-1 and TCR-2, potential impacts to tribal cultural resources would be reduced to less than significant.

4.21b Does the project 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 the past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The proposed Project would result in significant impacts unless mitigated for the following environmental issues: cultural resources, hazards and hazardous materials, and tribal cultural resources. A Mitigation Program has been prepared for each of these environmental issue areas to reduce impacts to less than significant. Standard COA would also be imposed upon the Project. Other development projects within the City would also be subject to these requirements, as applicable.

All other Project impacts were determined either to have no impact or to be less than significant following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts; see also Responses 4.3d and 4.8b. Therefore, the proposed Project, in conjunction with other future projects, would not result in any cumulatively considerable impacts, and no mitigation is required.

4.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact. As discussed in the respective sections, the proposed Project would have no potentially significant impacts. Standard conditions would be imposed upon the Project. The Project would not cause substantial adverse effects on human beings directly or indirectly. Therefore, impacts concerning adverse effects on human beings would be less than significant, and no mitigation is required.

5.0 REFERENCES

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Exhibit B – Mitigation Monitoring and Reporting Program

Melia 178th Street Townhomes Project

Mitigation Monitoring and Reporting Program

September 2019

Lead Agency:

City of Gardena
1700 West 162nd Street
Gardena, California 90247
Raymond Barragan
(310) 217-9500

Consultant:

Kimley-Horn and Associates
765 The City Drive, Suite 200
Orange, California 92868
Rita Garcia
(714) 786-6116

Kimley»Horn

PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that all public agencies establish monitoring and/or reporting procedures for mitigation adopted as conditions of approval in order to mitigate or avoid significant environmental impacts. This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures (MMs) outlined in the Melia 178th Street Townhomes Project Initial Study/Mitigated Negative Declaration (IS/MND). The Melia 178th Street Townhomes Project MMRP has been prepared in conformance with Public Resources Code §21081.6 and City of Gardena (City) monitoring requirements. Specifically, Public Resources Code § 21081.6 states:

> (a) *When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:*
>
> *(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.*
>
> *(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*

State CEQA Guidelines §15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Gardena is the Lead Agency for the Melia 178th Street Townhomes Project and is therefore responsible for ensuring MMRP implementation. The MMRP has been drafted to meet Public Resources Code §21081.6 requirements as a fully enforceable monitoring program.

The MMRP is comprised of the Mitigation Program and includes measures to implement and monitor the Mitigation Program. The MMRP defines the following for each MM:

- **Definition of Mitigation.** The Mitigation Measure contain the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.

- **Responsible Party or Designated Representative.** Unless otherwise indicated, an applicant would be the responsible party for implementing the mitigation, and the City of Gardena or designated representative is responsible for monitoring the performance and implementation of the mitigation measures. To guarantee that the mitigation will not be inadvertently overlooked, a supervising public official acting as the Designated Representative is the official who grants the

permit or authorization called for in the performance. Where more than one official is identified, permits or authorization from all officials shall be required.

- **Time Frame.** In each case, a time frame is provided for performance of the mitigation or the review of evidence that mitigation has taken place. The performance points selected are designed to ensure that impact-related components of project implementation do not proceed without establishing that the mitigation is implemented or ensured. All activities are subject to the approval of all required permits from agencies with permitting authority over the specific activity.

The numbering system in the table corresponds with the IS/MND's numbering system. The MMRP table "Verification" column will be used by the parties responsible for documenting when the mitigation measure has been completed. The City of Gardena will complete ongoing documentation and mitigation compliance monitoring. The completed MMRP and supplemental documents will be kept on file at the City of Gardena Community Development Department.

MELIA 178TH STREET TOWNHOMES PROJECT

MITIGATION MONITORING AND REPORTING PROGRAM

CONDITIONS OF APPROVAL (COA) AND MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
Biological Resources					
MM – BIO-1: Nesting Migratory Birds. During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.	Pre- Construction (if not outside of nesting season (September 2 – March 14)	Pre-Construction Nesting Bird Survey	Community Development Manager		
Hazards and Hazardous Materials					
MM – HH-1: Remedial Action Plan (RAP): The City shall not issue any permits except as may be required for the excavation and removal of soil and building demolition until the Los Angeles County Fire Department issues a Conditional No Further Action (Conditional NFA) letter. Once the Applicant has provided a copy of the Conditional NFA letter to the City, the City may issue permits for demolition and grading. The City shall not issue any Building Permit for the Project until it receives a copy of the Los Angeles County Fire Department Final NFA letter.	Prior to Demolition Permit issuance	Issuance of Conditional NFA Letter	Los Angeles County Fire Department and Community Development Manager		
Tribal Cultural Resources					

CONDITIONS OF APPROVAL (COA) AND MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
MM – TCR-1: Retain a Native American Monitor/Consultant: Prior to Grading Permit issuance, the Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the Project area. The NAHC provides this list. The monitor/consultant shall only be present onsite during the construction phases that involve the following ground-disturbing activities: grading, excavation, and trenching, within the Project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the ground-disturbing activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Prior to Grading Permit Issuance During Construction Involving Ground-Disturbing Activities (i.e., Grading, Excavation, and Trenching)	Tribal Monitor Agreement Construction Site Monitoring & Completion of Daily Monitoring Logs	Approved Tribal Monitor / Consultant Community Development Manager		
MM – TCR-2: Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, construction activities shall cease in the find's immediate vicinity until the find can be assessed. All archaeological resources unearthed by ground-disturbing activities shall be evaluated by an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe requests reburial or preservation for educational purposes. Work may continue elsewhere on the Project site while evaluation and, if necessary, mitigation takes place (State CEQA Guidelines §15064.5 [f]). If the archaeologist determines that the resource constitutes a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures or appropriate mitigation shall be made available. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines	During Construction, If Unanticipated Discovery of Tribal Cultural and Archaeological Resources Occurs	Tribal Cultural & Archaeological Resource Evaluation	Archaeologist / Approved Tribal Monitor / Consultant		

CONDITIONS OF APPROVAL (COA) AND MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
§15064.5(f) for historical resources and Public Resources Code § 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is infeasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or local historical society for educational purposes.					

Exhibit C – Comment Memo

Kimley»Horn

MEMORANDUM

To: Mr. Raymond Barragan
Community Development Manager, City of Gardena

From: Rita Garcia
Kimley-Horn and Associates, Inc.

Date: September 9, 2019

Subject: **Melia 178th Street Townhomes Project (Project)**
Initial Study/Mitigated Negative Declaration
Responses to Comments Raised During Public Review

1.0 INTRODUCTION

The Project's Initial Study/Mitigated Negative Declaration (IS/MND) was prepared pursuant to California Environmental Quality Act (CEQA) (Public Resources Code §§21000-21177) and State CEQA Guidelines §15063 requirements.

The IS/MND and supporting documentation were made available for public review pursuant to State CEQA Guidelines §15070. The public review period began on August 15, 2019 and ended on September 3, 2019. The IS/MND and supporting documentation were made available for public review at the following locations:

- City of Gardena Website: http://www.cityofgardena.org/,
- Gardena Mayme Dear Library, 1731 West Gardena Boulevard, Gardena, CA 90247, and
- City of Gardena Community Development Department, 1700 West 162nd Street Gardena, CA 90247.

The comment letters received during the public review period are listed below and provided at the end of this Memo.

Letter No / Author / Date

1. Administrative Specialist, Gabrieleno Band of Mission Indians – Kizh Nation, August 21, 2019.

2. Alex Campbell, Assistant CEQA Project Manager; Los Angeles Unified School District, August 29, 2019.

3. Adriana Raza, Customer Service Specialist, Sanitation Districts of Los Angeles County, Facilities Planning Department. September 3, 2019.

Although CEQA and the State CEQA Guidelines do not require a Lead Agency to prepare responses to comments raised regarding an IS/MND, as contrasted with the requirement to prepare responses to comments on a Draft Environmental Impact Report (State CEQA Guidelines §15088), the City of Gardena has elected to prepare the following written responses in the spirit and with the intent of conducting a comprehensive and meaningful evaluation of the proposed Project. The number designations in the responses correlate with the comment letters.

Text changes are intended to clarify or correct information in the Draft IS/MND as initiated by the Lead Agency staff or due to comments raised during the public review period. Revisions to the Draft IS/MND are presented as excerpts, with deleted text indicated as strikeout (~~example~~) and added/modified text indicated as double underline (example).

~~Deleted IS/MND text~~ Added IS/MND text

It is noted, none of the corrections or clarifications to the IS/MND identified in this document constitute "significant new information" pursuant to State CEQA Guidelines §15088.5. They do not involve changes in the Project or environmental setting, or significant additional data. They do not result in any new or substantially greater environmental impacts, as compared to those identified in the IS/MND. Moreover, the revisions do not affect the IS/MND's overall conclusions.

2.0 RESPONSES TO COMMENTS

RESPONSE TO COMMENT LETTER 1
Admin Specialist
Gabrieleno Band of Mission Indians – Kizh Nation
August 21, 2019

1-1 This comment is an email cover letter from Brandy Salas, Administrative Specialist, at Gabrieleno Band of Mission Indians – Kizh Nation. This comment does not address

the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

1-2 This comment is a Kizh Nation Tribal Government request for the retention of a Native American Tribal Consultant to monitor all ground disturbance during the Project. The IS/MND (page 129) includes Mitigation Measure MM TCR-1, which requires that the Project Applicant retain a Tribal monitor/consultant and that they be present onsite during the construction phases that involve the following ground-disturbing activities: grading, excavation, and trenching, within the Project area.

RESPONSE TO COMMENT LETTER 2
Alex Campbell, CEQA Assistant Project Manager
Los Angeles Unified School District
August 29, 2019

2-1 This comment is an email cover letter from Alex Campbell, CEQA Assistant Project Manager, Los Angeles Unified School District (LAUSD). This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

2-2 This comment is introductory and communicates that the LAUSD's comments follow. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

2-3 This comment introduces the LAUSD's opinions concerning the Project's environmental impacts on the surrounding community (i.e., pedestrian safety and traffic) and LAUSD schools. Refer to Responses 2-4 and 2-5 below for responses concerning pedestrian safety and traffic, respectively.

2-4 This comment alleges the Project's construction-related activities would lead to safety hazards for pedestrians, including those on LAUSD sites. This comment also includes a list of recommended conditions to reduce construction-related pedestrian safety impacts.

IS/MND Section 4.15c identifies the LAUSD schools that would serve the Project:

- 186th Street Elementary School (K-5) – approximately 0.7 mile to the south, at 1581 West 186th Street, Gardena;

- Peary Middle School (6-8) – approximately 1.2 mile to the north, at 1415 West Gardena Boulevard, Gardena; and
- Gardena High School (9-12) – approximately 0.23 mile to the east, at 1301 West 182nd Street, Gardena.

As also indicated in IS/MND **Table 4.13-2: Sensitive Receptors**, additional nearby educational institutions are:

- Pacific Lutheran Junior/Senior High School – approximately 0.22 mile to the south, at 1472 West 182nd Street, Gardena;
- Riley High School – approximately 0.40 mile to the south, at 1618 184th Street, Gardena; and
- Arlington Elementary School – approximately 0.63 mile to the west, at 17800 Van Ness Avenue, Torrance.

Therefore, the nearest school to the Project site is Pacific Lutheran, which is approximately 0.22 mile to the south, and the nearest LAUSD school is Gardena High School, which is approximately 0.23 mile to the east.

Based on the factors presented below, the Project's construction-related activities would not create pedestrian safety hazards and no mitigation or condition of approval is required.

Existing Trucking Warehouse. The Project would displace an existing trucking warehouse. As noted in IS/MND Response 4.17a, during the data collection period, large trucks were observed parked along 178th Street, or pulled over, idling and waiting for an opening on the Project site. IS/MND **Table 4.17-3: Summary of Truck Activity on 178th Street** summarizes the instances observed. Project implementation would remove the existing trucking warehouse, thus, removing the associated trucking activities including the street parking and idling. As indicated in IS/MND **Table 4.17-2: Comparison of Project Trip Generation**, when the existing trips generated by the trucking warehouse are subtracted from the proposed Project trip generation estimates, the Project would result in -22 AM peak hour trips and -13 PM peak hour trips. Thus, the Project would both replace truck trips with passenger vehicles and result in a net decrease in peak hour trips. Therefore, circulation and capacity on the street system serving the Project site would improve with Project implementation.

Project Construction Activities. The Project's proposed improvements would be entirely within the Project site limits, except the proposed utility connections within

West 178th Street. Therefore, except utility-related construction activities, the Project's construction-related activities would occur entirely onsite. Although heavy equipment would be present and truck trips to haul materials on and off the Project site would occur during Project construction via 178th Street, these would be temporary and would represent a decrease in trucking activity, as compared to the existing trucking warehouse.

Although partial closure of West 178th Street would occur during utility-related construction, no full street closure would occur. Construction within a City right-of-way or interferences with normal traffic flow are required to obtain an encroachment permit from the Gardena Public Works Department Engineering Division. Compliance with Work Area Traffic Control Handbook (WATCH) standards would be required for short-term intermittent closures, and a Traffic Control Plan approved by the Public Works Department would be required if prolonged closures are required. Standards may include signage, coning, and traffic control persons.

Pacific Lutheran. Pacific Lutheran, the school located nearest the Project site, is northeast of the Evelyn Avenue at West 182nd Street intersection, approximately 0.22 mile south of the Project site. Given the distance between this school and the Project site, the Project's construction-related vehicles would not be staged or parked on or adjacent to the school. Additionally, Project construction traffic would not utilize Evelyn Avenue or West 182nd Street as truck routes, since trucks are prohibited on these roadways. The City has designated several streets/street segments as truck routes. General Plan Figure CI-3 illustrates the locations of designated truck routes within Gardena and indicates those nearest the Project site are Normandie Avenue to the east and Western Avenue to the west.[1] The Project would use Normandie Avenue or Western Avenue or both as truck routes. Evelyn Avenue and West 182nd Street are not designated truck routes, thus, would not be utilized.

LAUSD Schools.

- LAUSD School Pedestrian Route Maps: These are available online at https://achieve.lausd.net/Page/3990. No map exists for Gardena High School, the LAUSD school located nearest the Project site. However, a pedestrian sidewalk is provided along the West 178th Street Project frontage. For analysis

[1] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-3: Designated Truck Routes*. Gardena, CA: City of Gardena.

purposes, it is assumed that West 178th Street adjacent to the Project site is part of the Gardena High School students' route to school. Project implementation would remove the existing trucking warehouse, thus, removing the associated trucking activities. Additionally, except utility-related construction activities, the Project's construction-related activities would occur entirely onsite. Although heavy equipment would be present and truck trips to haul materials on and off the Project site would occur during Project construction, these would be temporary and would represent a decrease in activity, as compared to the existing trucking warehouse. Therefore, the pedestrian route to Gardena High School would not be significantly affected by the Project and crossing guards would not be required.

The 186th Street Elementary School Pedestrian Route Map is available at https://achieve.lausd.net/Page/3990. No map exists for Peary Middle School; however, it is approximately 1.2 miles from the Project site. The Project site is not near a recommended crossing or primary student route for 186th Elementary School or Peary Middle School. Therefore, the Project would not impact pedestrian routes to these schools and additional crossing guards would not be required.

- Construction Vehicle Staging/Parking: Gardena High School is approximately 0.23 mile to the east of the Project site, 186th Street Elementary School is 1.1 mile to the south, and Peary Middle School is approximately 1.2 mile to the north. Given the distance between these schools and the Project site, no construction-related vehicles would be staged or parked on or adjacent to these schools.

  Truck Routes: As previously noted, the truck routes nearest the Project site are Normandie Avenue to the east and Western Avenue to the west. Peary Middle School is northwest of the Normandie Avenue at West Gardena Boulevard intersection and Normandie Avenue forms Gardena High School's western boundary. Thus, under existing conditions, trucks utilizing Normandie Avenue pass by Peary Middle School and Gardena High School. As permitted by City policy, the Project would use Normandie Avenue or Western Avenue or both as truck routes.

  186th Street Elementary is southwest of the South Denker Avenue at 184th Street intersection. Project construction traffic would not utilize either of these roadways as a truck route, since trucks are prohibited on these roadways. The

City designated truck routes nearest the Project site are Normandie Avenue and Western Avenue, thus, the Project would use Normandie Avenue or Western Avenue or both as truck routes. South Denker Avenue and 184th Street are not designated truck routes, thus, would not be utilized.

- During construction, security measures such as construction fencing would be implemented. These measures would deter trespassing, vandalism, and short-cut attractions. Project site security has been planned for and additional security patrols would not be required.

2-5 This comment requests that the LAUSD's Transportation Branch be contacted and addresses the Project's potential impacts upon existing school bus routes. Currently, LAUSD school bus routes travel along Normandie Avenue and not along 178th Street, where the Project site is located.[2] IS/MND Section 4.17 discusses transit facilities and services within the Project area. The Project would continue to be served by the existing transit system during Project construction and operations and would not be significantly impacted. Project implementation would remove an existing trucking warehouse, thus, improving circulation and capacity on the street system. As indicated in IS/MND **Table 4.17-2: Comparison of Project Trip Generation**, when the existing trips generated by the trucking warehouse are subtracted from the proposed Project trip generation estimates, the Project would result in -22 AM peak hour trips and -13 PM peak hour trips. Thus, the Project would result in a net decrease in peak hour trips. All vehicles and trucks associated with the Project are subject to compliance with the California Vehicle Code, which requires that vehicles stop when encountering school buses using red-flashing-lights. Therefore, the Project would not cause traffic delays, negatively impact on-time performance of school buses or vehicle routes to school or affect passenger safety. As such, no further response is necessary.

2-6 This comment details LAUSD's goals and their relation to the Project and provides contact information. This comment also recommends that the recommended Conditions be adopted. Although the recommended Conditions are acknowledged, Project construction may create a temporary inconvenience but will not create a significant environmental impact. As such, the recommended Conditions, including funding for crossing guards, will not be required or included. No further response is necessary.

---

[2] LAUSD Transportation Services Division, Personal Communication – Telephone Call, September 9, 2019.

RESPONSE TO COMMENT LETTER 3
Adriana Raza, Customer Service Specialist
Sanitation Districts of Los Angeles County, Facilities Planning Department
September 3, 2019

3-1 This comment introduces the Sanitation Districts of Los Angeles County's (LACSD) response to the Project's Notice of Intent. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

3-2 This comment provides correction regarding the existing LACSD trunk sewer that extends from the sanitary sewer lift station that would serve the Project. To correct the error, IS/MND Page 134 is revised, as follows:

> The lift station discharges flow via an existing 6-inch Schedule 40 pipe to an existing LACSD ~~57-inch truck sewer (Joint Outfall "D", Unit 2, Section 3)~~ 51-inch diameter lined Joint Outfall "D" Unit 2B Section 2 trunk sewer that continues to flow in the southerly direction within La Salle Avenue.

3-3 This comment provides correction regarding the average water flow produced by the Joint Water Pollution Control Plant. To correct the error, IS/MND Page 135 is revised as follows:

> The wastewater generated by the proposed Project would be treated at LACSD's Joint Water Pollution Control Plant located in the City of Carson. The Plant has a capacity of 400 mgd and currently produces an average recycled water flow of ~~254.6 mgd~~ 261.1 mgd.

3-4 This comment provides correction regarding the Project's wastewater generation. To correct the error, IS/MND Page 135 is revised as follows:

> ~~The Project would generate approximately 0.1393 cfs (90,032 gallons per day (gpd)).~~ Based on LACSD's average wastewater generation factors, the Project's expected average wastewater flow would be 22,230 gallons per day (gpd).

3-5 This comment states that all other information in the IS/MND concerning LACSD's facilities and service is correct and provides contact information for the comment author. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

3.0 COMMENT LETTERS

The comment letters received during the public review period are provided on the following pages.

Letter 1

From:	John F. Signo
To:	Lisa Kranitz Mobile; Garcia, Rita
Subject:	FW: Melia Homes 1515 West 178th St. City of Gardena
Date:	Wednesday, August 21, 2019 1:31:53 PM
Attachments:	Melia Homes 1515 West 178th St. City of Gardena .pdf

From: Administration Gabrieleno <admin@gabrielenoindians.org>
Sent: Wednesday, August 21, 2019 1:23 PM
To: John F. Signo <jsigno@cityofgardena.org>
Subject: Melia Homes 1515 West 178th St. City of Gardena

1-1 Please see attached

Sincerely,

Brandy Salas

Admin Specialist
Gabrieleno Band of Mission Indians - Kizh Nation
PO Box 393
Covina, CA 91723
Office: 844-390-0787
website: www.gabrielenoindians.org

Attachments area

Letter 1

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Notice of Intent to Adopt An Initial Study/ Mitigated Negative Declaration

August 21, 2019

City of Gardena

1700 West 162nd St.

Gardena, CA 90247

PROJECT: Melia Homes 1515 West 178th St. City of Gardena

Good afternoon John Signo,

1-2 We have received your Notice of Intent to adopt a Negative Declaration for the Melia Homes Project in the location of the Los Angeles County. Our Tribal Government is requesting the retention of a Native American Tribal Consultant to monitor all ground disturbance conducted for this project.

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

PO Box 393 Covina, CA 91723 www.gabrielenoindians@yahoo.com gabrielenoindians@yahoo.com

Letter 2

From:	John F. Signo
To:	Lisa Kranitz Mobile; Garcia, Rita; Raymond Barragan
Subject:	FW: Melia Townhomes
Date:	Thursday, August 29, 2019 12:26:29 PM
Attachments:	image001.png Comment Letter - 1515 W 178th.pdf

From: Campbell, Alexis <cp-alexis.campbell@lausd.net>
Sent: Thursday, August 29, 2019 11:01 AM
To: John F. Signo <jsigno@cityofgardena.org>
Cc: Martinez, Rosemarie <rmart8@lausd.net>
Subject: Melia Townhomes

Good Morning,

2-1 Attached is a comment letter from the Los Angeles Unified School District. If you have any questions feel free to contact me.

Kindly,

Alex Campbell
CEQA Assistant Project Manager | CP
LAUSD | OEHS
(d) 213.241.4210
(c) 323.286.7377
http://achieve.lausd.net/ceqa

Los Angeles Unified School District

Office of Environmental Health and Safety

AUSTIN BEUTNER
Superintendent of Schools

CARLOS A. TORRES
Director, Environmental Health and Safety

JENNIFER FLORES
Deputy Director, Environmental Health and Safety

August 29, 2019

John Signo
City of Gardena
1700 West 162nd Street
Gardena, CA 90247

SUBJECT: PROJECT LOCATION: 1515 W 178th St.

2-2 Presented below are comments submitted on behalf of the Los Angeles Unified School District (LAUSD) regarding the project located at 1515 W 178th St. Gardena, 90247.

2-3 Based on the extent/location of the proposed development, it is our opinion that environmental impacts on the surrounding community (pedestrian safety, traffic) may occur; due to the fact that traffic from the new development will be dispersed onto Normandie Ave. which is adjacent to Gardena High School. Since the project may have an environmental impact on LAUSD schools, recommended conditions designed to help reduce or eliminate potential impacts are included in this response.

Pedestrian Safety
Construction activities that include street closures, the presence of heavy equipment and increased truck trips to haul materials on and off the project site can lead to safety hazards for people walking in the vicinity of the construction site. To ensure that effective conditions are employed to reduce construction and operation related pedestrian safety impacts on District sites, we ask that the following language be included in the recommended conditions for pedestrian safety impacts:

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing pedestrian routes to school may be impacted.
- Contractors must maintain safe and convenient pedestrian routes to all nearby schools. The District will provide School Pedestrian Route Maps upon your request.

2-4
- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.
- Haul routes are not to pass by ***any*** school, except when school is ***not*** in session.
- No staging or parking of construction-related vehicles, including worker-transport vehicles, will occur on or adjacent to a school property.
- Funding for crossing guards at the contractor's expense is required when safety of children may be compromised by construction-related activities at impacted school crossings.

- Barriers and/or fencing must be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.

- Contractors are required to provide security patrols (at their expense) to minimize trespassing, vandalism, and short-cut attractions.

Traffic/Transportation
LAUSD's Transportation Branch **must be contacted** at (213) 580-2950 regarding the potential impact upon existing school bus routes. The Project Manager or designee will have to notify the LAUSD Transportation Branch of the expected start and ending dates for various portions of the project that may affect traffic within nearby school areas. To ensure that effective mitigations are employed to reduce construction and operation related transportation impacts on District sites, we ask that the following language be included in the mitigation measures for traffic impacts:

- During the construction phase, truck traffic and construction vehicles may not cause traffic delays for our transported students.

- During and after construction changed traffic patterns, lane adjustment, traffic light patterns, and altered bus stops may not affect school buses' on-time performance and passenger safety. **2-5**

- Construction trucks and other vehicles are required to stop when encountering school buses using red-flashing-lights must-stop-indicators per the California Vehicle Code.

- Contractors must install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety.

- Contractors must maintain ongoing communication with LAUSD school administrators, providing sufficient notice to forewarn children and parents when existing vehicle routes to school may be impacted.

The District's charge is to protect the health and safety of students and staff, and the integrity of the learning environment. The comments presented above identify potential environmental impacts related to the proposed project that must be addressed to ensure the welfare of the students attending Gardena HS their teachers and the staff, as well as to assuage the concerns of the parents of these students. Therefore, the recommended conditions set forth in these comments should be adopted as conditions of project approval to offset environmental impacts on the affected school students and staff. **2-6**

Thank you for your attention to this matter. If you need additional information, please contact me at (213) 241-4210.

Regards,

Alex Campbell
Assistant CEQA Project Manager

Letter 3

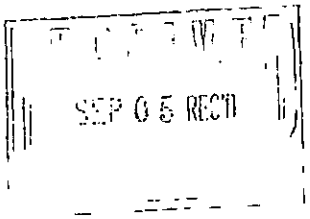
SANITATION DISTRICTS OF LOS ANGELES COUNTY

Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager
1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

September 3, 2019

Ref. DOC 5274101



Mr. John Signo
City of Gardena
1700 West 162nd Street
Gardena, CA 90247

Dear Mr. Signo:

NOI Response for
Tentative Tract Map No. 82390, the Melia 178th Street Townhomes Project

3-1 The Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on August 15, 2019. The proposed project is located within the jurisdictional boundaries of District No. 5. We offer the following comments:

3-2 1. **4.19 Utilities and Service Systems,** *page 134,* paragraph 2 of 4.19c Response – The lift station discharges flow via an existing 6-inch Schedule 40 pipe to the existing LACSD 51-inch diameter lined Joint Outfall "D" Unit 2B Section 2 Trunk Sewer that continues to flow in the southerly direction within La Salle Avenue.

3-3 2. **4.19 Utilities and Service Systems,** *page 135,* Wastewater Treatment paragraph – The wastewater generated by the proposed Project will be treated at LACSD's Joint Water Pollution Control Plant located in the City of Carson. The Plant has a capacity of 400 mgd and currently processes an average flow of 261.1 mgd.

3-4 3. **4.19 Utilities and Service Systems,** *page 135,* Wastewater Treatment paragraph – The paragraph states the Project would generate approximately 0.1393cfs (90,032 gallons per day (gpd)). Based on the Districts' average wastewater generation factors, the expected average wastewater flow from the project, described the document as 114 attached townhomes in 22 building with 48,727 square feet of common space, is 22,230 gallons per day.

3-5 All other information concerning Districts' facilities and sewerage service contained in the document is correct. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:dc
cc: A. Schmidt
A. Howard

Printed on Recycled Paper

DOC 5279349.D05

Exhibit D – Traffic Distribution Analysis

Kimley»Horn

TECHNICAL MEMORANDUM - FINAL

To: Mr. Ray Barragan, City of Gardena

From: Rita Garcia
Sri Chakravarthy, PE, TE
Sowmya Chandrasekhar, PE, TE, PTOE
Jared Chrisman, EIT

Date: October 14, 2019

Subject: **Melia 178th Street Townhomes – Neighborhood Cut-Through Traffic Analysis**

The City of Gardena retained Kimley-Horn and Associates, Inc. (Kimley-Horn) to analyze potential neighborhood cut-through traffic for the proposed Melia 178th Street Townhomes Project (Project), located at 1515 West 178th Street in the City of Gardena. This Technical Memorandum (TM) summarizes the current and projected future traffic conditions in the Project site's vicinity and analyses the potential for Project-generated traffic to use the local residential streets. Trip generation estimates developed and documented in the *Melia 178th Street Project – Trip Generation Analysis* TM (Kimley-Horn, May 2019) were reviewed and used in this analysis.

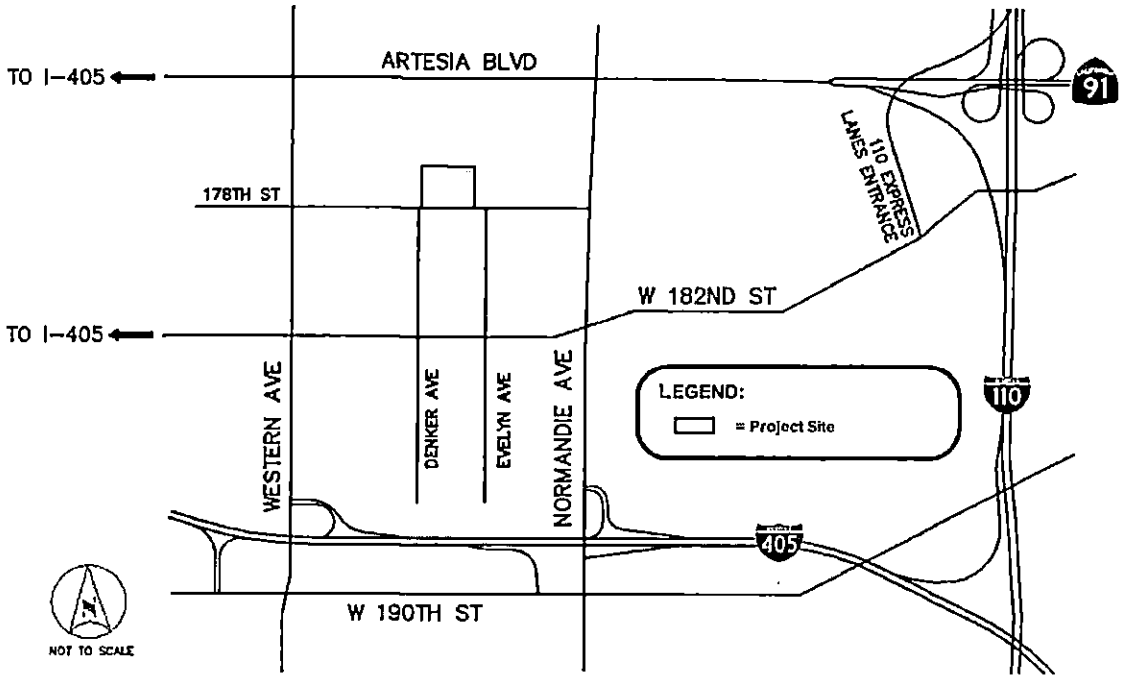
STUDY AREA

The Project site is located on West 178th Street with local access provided via Normandie Avenue to the east and Western Avenue to the west. Between Western Ave and Normandie Avenue, five north-south local streets connect West 178th Street to West 182nd Street. In the site's immediate vicinity, two north-south local streets, Denker Avenue and Evelyn Avenue, provide access to West 182nd Street. It is noted that trucks over 6,000 pounds are prohibited on both these local streets.

Regional access to the Project site is provided via the Artesia Freeway (State Route 91 (SR-91)) to the northeast, the San Diego Freeway (Interstate 405 (I-405)) to the south and west, and the Harbor Freeway (SR-110) to the east. Two access driveways are located at 178th Street at the site's southern boundary. Approximately 0.25 mile west of the Project site, Gtrans (City of Gardena Transportation Service) Line 2 bus stop is located at the Western Avenue at 178th Street intersection, and Line 4 bus stop is located to the east at the Normandie Avenue at 178th Street intersection. However, to provide a conservative analysis, no discounts for transit usage have been applied in this study.

The study area is shown in **Figure 1**, which includes the Project site in a local context with the adjacent roadway network.

Figure 1: Study Area



Note: All streets within the study area are not shown in this figure. Only the major roadways and the impacted local streets in the immediate vicinity of the project are shown.

EXISTING CONDITIONS

The Project site is currently occupied by an active trucking warehouse use (i.e., RoadEx America). The Project proposes to remove this existing use and, in its place, develop a residential community consisting of 114 three-story, attached townhomes. The trips currently associated with the Project site would be taken as a trip credit to offset the new trips that would be generate by the proposed Project. However, for purposes of this analysis, no credit is given as trucks are not allowed on the local streets.

The on-street parking is currently heavily occupied along 178th Street and Denker Avenue during daytime hours due to the Project site's existing trucking warehouse. Observations have shown that most of the vehicles belong to either Project site employees or visitors. At times, several large trucks were observed parked or pulled over along 178th Street waiting to access the Project site.

PROPOSED CONDITIONS

Project Trip Generation

The trip generation estimates (as detailed in May 2019 Memo) for the proposed Project are summarized in **Table 1**. The existing trip generation was based on the traffic count data obtained at the site driveways. Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, the proposed Project (Multifamily Residential – Mid-Rise) is estimated to generate 620 average daily trips, with 41 AM peak hour trips and 51 PM peak hour trips.

Table 1: Project Site Trip Generation – Existing and Proposed

EXISTING: RoadEx Trucking PROPOSED: Melia Homes Multifamily Residential									
			Trip Generation Rates [1]						
				AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Unit	Daily	In	Out	Total	In	Out	Total
RoadEx Trucking Business	*Site traffic volumes based on peak period driveway counts - March, 2019*								
Multifamily Housing (Mid-Rise)	221	DU	5.440	0.094	0.266	0.360	0.268	0.172	0.440
			Trip Generation Estimates						
				AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Unit	Daily	In	Out	Total	In	Out	Total
Existing Use									
RoadEx Trucking Business – Vehicles			n/a	13	14	27	16	20	36
Pedestrians to and from RoadEx [2]			n/a	26	10	36	9	19	28
Total Existing Trips			n/a	39	24	63	25	39	64
Proposed Use									
Multifamily Housing (Mid-Rise)	114	DU	620	11	30	41	31	20	51

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

[2] Throughout the data collection period, individuals were observed parking on 178th Street or Denker Avenue and walking to and from the RoadEx property. Each pedestrian entering or exiting the RoadEx site is assumed to be a RoadEx employee or visitor and is counted as a vehicular trip associated with the existing RoadEx business.

Source: Trip Generation Analysis (Kimley-Horn, May 2019)

Project Trip Distribution

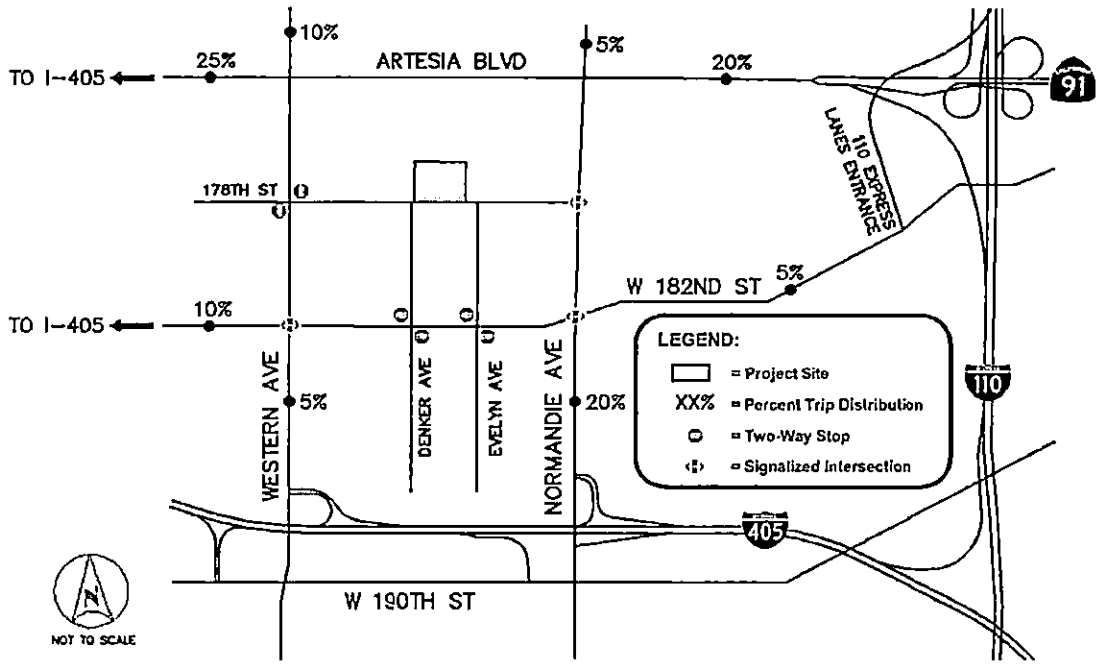
The trip distribution and assignment assumptions were developed by evaluating the surrounding road network and identifying regional traffic patterns. Based on the adjacent roadway network and location of regional connectors, most Project trips are anticipated to enter and exit the site on 178th Street via either Normandie Avenue on the east or Western Avenue on the west.

Other trip distribution assumptions are as follows:

- Trips heading north and west would primarily use 182nd Street and Artesia Boulevard rather than going south on Western Avenue toward I-405 to avoid heavy peak traffic on the freeway.
- Trips heading north would primarily use I-110 via Artesia Boulevard. A few trips may use West 182nd Street to use the Express Lanes.
- Trips heading south would use either of the major north-south roadways, Western Avenue or Normandie Avenue, to access I-405. Other trips going south may use Artesia Boulevard to access the I-110 southbound.
- Trips heading east would primarily use CA-91 via Artesia Boulevard.
- Trips heading inbound would primarily use the same routes as outbound.

Based on the above assumptions, roadway network and accessibility to regional connectors, the trip distribution percentages developed for major roadways in the Project site's vicinity are shown in **Figure 2.**

Figure 2: Project Site Trip Distribution



Project Site Trip Assignment

Trips are assigned to the roadway network based on the trip distribution shown in **Figure 2.** As noted above, trips are likely to use the area's major thoroughfares to and from the Project site.

The scenarios show that a few trips could potentially use Denker Avenue and Evelyn Avenue in lieu of 178th Street are as follows:

1) Trips heading south and west may use Denker Avenue to avoid making a left turn at the unsignalized 178th Street at Western Avenue intersection.
2) Trips heading south and east may decide to use Evelyn Avenue, if preferred.

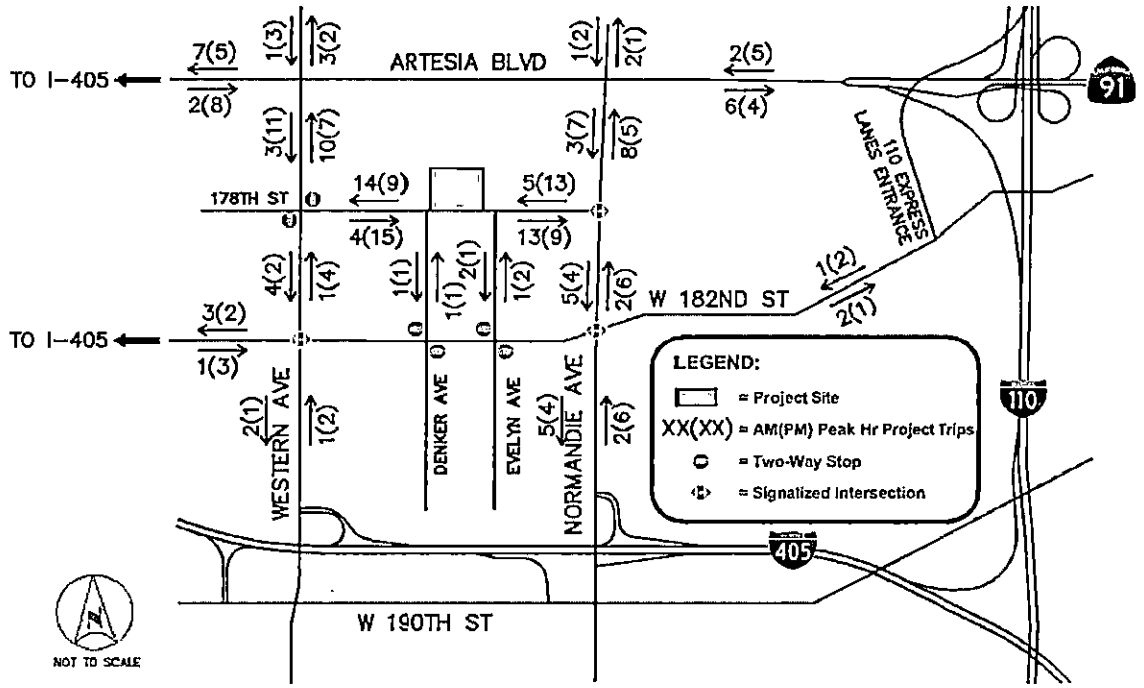
Other north-south side streets are not likely to be used because these are the two streets that are in closest proximity to the project site. Further, all north-south streets except Denker Avenue and Evelyn Avenue have stop signs at 180th Street.

However, the number of vehicles choosing even Denker Avenue or Evelyn Avenue to West 182nd Street in lieu of Western Avenue or Normandie Avenue is anticipated to be insignificant due to the following factors:

1) Sufficient gaps for exiting/entering vehicles from/to 178th Street created due to upstream traffic signals at Artesia Boulevard and West 182nd Street.
2) Exclusive southbound right turn lane at the Western Avenue at West 182nd Street intersection (for outbound vehicles).
3) Permissive only left turn phase (no left turn arrow) at the Western Avenue at West 182nd Street intersection (for outbound vehicles).
4) Reduced speed limit along West 182nd Street due to school zone in the vicinity of the intersection with Evelyn Avenue.

The above stated factors exhibit the use of local residential streets as less attractive compared to the study area's major thoroughfares. Based on the trip generation rates for the proposed land use (**Table 1**), the trip distribution percentages (**Figure 2**), and these factors, the Project site trips were assigned to the roadway network as shown in **Figure 3.**

Figure 3: Project Site Trip Assignment



Note: Figure shows proposed peak hour project site trips only. This does not include trip credit for existing land use, which would subsequently cancel these trips.

Based on the trip generation rates, no significant impacts to the adjacent roadway network (including the local neighborhood streets) are anticipated due to the proposed land use.

CONCLUSION

Road users typically follow alternative routes through a neighborhood in an effort to avoid driving in congested conditions along major thoroughfares. However, within the study area, the incentives for using local streets in the Project site's vicinity were found to be less attractive due to roadway/control configurations, proximity of signals, and reduced speed zones.

Further addition of any Project-generated traffic on neighborhood streets, regardless of the volume, may be a concern to residents. However, the cut-through traffic through the local streets are projected to be insignificant for the proposed land use.

ATTACHMENT 2

RESOLUTION NO. 6406

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT #2-18 CHANGING THE LAND USE DESIGNATION OF PROPERTY LOCATED AT 1515 WEST 178TH STREET FROM INDUSTRIAL WITH A MIXED USE OVERLAY TO HIGH DENSITY RESIDENTIAL

(GPA #2-18; APNS: 6106-013-040 and 6106-013-041)

WHEREAS, on December 5, 2018, the applicant, Melia Homes, filed an application to develop a 114-unit residential condominium project consisting of attached three-story townhome-style condominiums in 22 buildings on a 5.63 acre property located at 1515 West 178th Street (the "Property"); and

WHEREAS, in order to develop the residential project, the following entitlements (collectively, the "Project") are required: General Plan amendment changing the land use designation from Industrial with a Mixed Use Overlay to High Density Residential (GPA #2-18); Zone Change to change the zoning from General Industrial (M-2) with a Mixed-Use Overlay (MUO) to High Density Multiple-Family Residential (R-4); Tentative Tract Map to create 114 airspace condominium lots (TTM No. 82390); and Site Plan Review for the proposed Project (SPR #11-18); and

WHEREAS, a Mitigated Negative Declaration ("MND") was prepared for the Project and the draft MND was circulated for a 20-day public review period between August 15, 2019, and September 3, 2019; and

WHEREAS, on September 17, 2019, the Planning and Environmental Quality Commission ("Planning Commission") of the City of Gardena held a duly noticed public hearing on the draft IS/MND and the approvals required for the Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted PC Resolution No. 16-19 which approved the MND and adopted the Mitigation Monitoring Reporting Program ("MMRP") for the Tentative Tract Map and Site Plan Review, and recommended that the City Council approve the MND and adopt the MMRP for the General Plan Amendment and Zone Change; and adopted PC Resolution No. 17-19 which approved the Tentative Tract Map and Site Plan Review, and recommended that the City Council approve the General Plan Amendment and Zone Change; and

WHEREAS, on September 24, 2019, the City received an email from a resident indicating that they wanted to appeal the Planning Commission's decision primarily based on traffic and parking impacts ("Haase Appeal"); and

WHEREAS, during the September 24, 2019, City Council Meeting, prior to the resident being able to perfect the appeal, Council Member Henderson called the Planning Commission's item for review; and

WHEREAS, after the Planning Commission's September 17, 2019, hearing, the applicant submitted a revised Open Space Enlargement Plan, dated October 2, 2019, modifying the open space to be more usable; and

WHEREAS, on October 22, 2019, the City Council held a duly noticed public hearing on the Project at which time it considered all evidence, both written and oral; and

WHEREAS, after the close of the public hearing and prior to adopting this Resolution, the City Council adopted Resolution No. 6405 approving the Mitigated Negative Declaration for the General Plan Amendment, Zone Change, Tentative Tract Map and Site Plan Review, and approved the Mitigation Monitoring and Reporting Program for the Tentative Tract Map and Site Plan Review;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, GARDENA, DOES HEREBY RESOLVE, AS FOLLOWS:

SECTION 1. APPROVAL AND FINDINGS – GENERAL PLAN AMENDMENT.

A. Section 18.52.010 of the Gardena Municipal Code provides that the land use and zoning of property may be amended "[w]henever the public necessity, convenience, general welfare, or good land use and zoning practices require. . ." The City Council hereby approves the General Plan land use designation change for the Property from Industrial with a Mixed Use Overlay to High Density Residential as shown on Exhibit A, attached hereto.

B. In taking this action, the City Council finds that the change is in the best interests of the general welfare and represents good land use planning practices, including, but not limited to the following reasons:

1. The property to the west is developed with a mobilehome park which has been negatively impacted by the industrial use at the Property. Residential condominiums will be more compatible with the adjacent mobilehome residential use.

2. The Property was designated with a Mixed Use Overlay designation which would have allowed housing of up to 30 units per acre and would have reduced the open space requirement from 600 square feet per unit to 150 square feet per unit. However, in order to build housing under the Mixed-Use designation it is necessary to have a component of commercial uses. Given the location of this Property, commercial uses would not be a viable option.

3. The General Plan Amendment, and the Project which will be built thereunder, is consistent with a number of policies and goals of the General Plan, including clean-up of contaminated property, as detailed in the staff report which are incorporated by reference.

4. As there continues to be a need for housing in Gardena, and California in general, changing the land use designation to allow high-density multi-family housing makes good

planning sense. This Project will provide additional two-, three-, and four- bedroom homes in the City.

SECTION 2. RECORD.

Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information in the findings which precede this section are based on the entire record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 3. CUSTODIAN OF RECORD.

The Custodian of Record for the proceedings relating to the Project, including the MND and MMRP, is Raymond Barragan, Community Development Manager, City of Gardena, 1700 W. 162nd Street, Gardena, California 90247. Mr. Barragan's email is rbarragan@cityofgardena.org and his phone number is 310/217-9546.

SECTION 4. EFFECTIVE DATE.

This Resolution shall take effect on the thirty-first day after passage.

SECTION 5. NOTICE OF DETERMINATION.

Staff is hereby directed to file a Notice of Determination of the approvals granted herein with the County Recorder's office within five working days from the date of approval.

BE IT FURTHER RESOLVED that the City Clerk shall certify to the passage and adoption of this Resolution; shall cause the same to be entered among the original Resolutions of said City; and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same is passed and adopted.

PASSED, APPROVED, AND ADOPTED this 22nd day of October, 2019.

TASHA CERDA, Mayor

ATTEST:

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

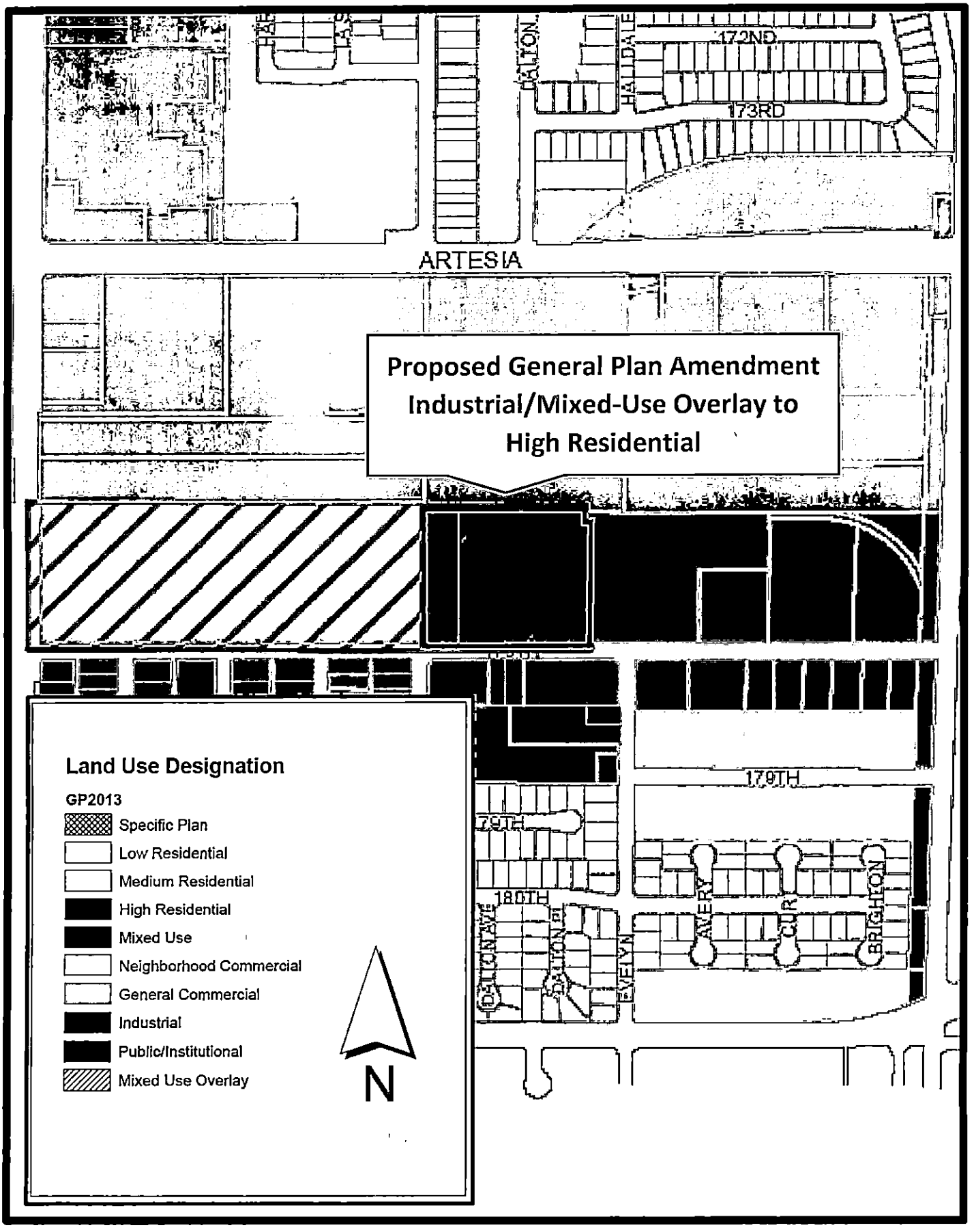
PETER L. WALLIN, City Attorney

Attachment:

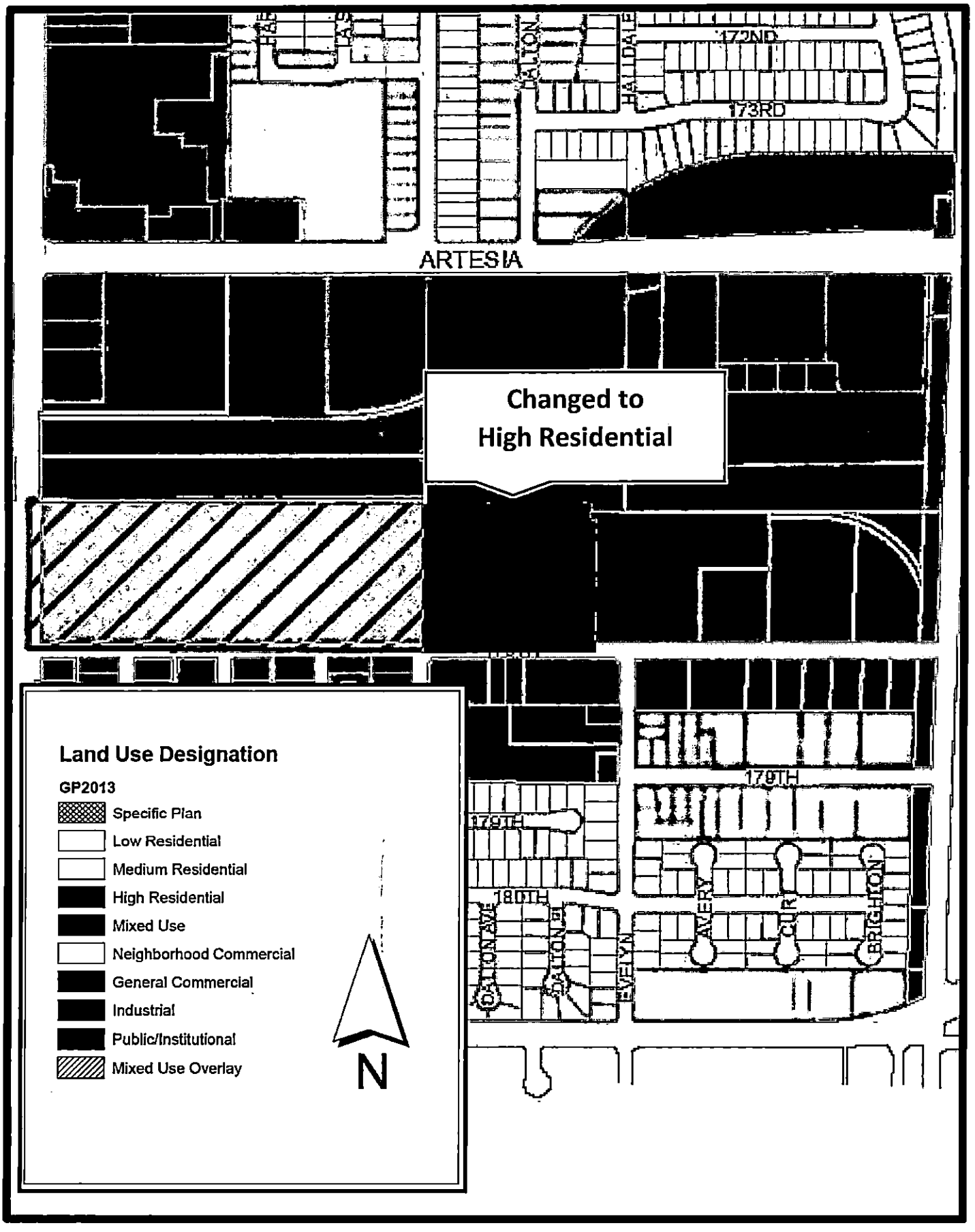
Exhibit A – General Plan Land Use Map change

Exhibit A – General Plan Land Use Change Map

Proposed General Plan Land Use Map Amendment #2-18



Adopted General Plan Land Use Map Amendment #2-18



ATTACHMENT 3

ORDINANCE NO. 1808

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, APPROVING ZONE CHANGE #3-18 CHANGING THE ZONING OF PROPERTY LOCATED AT 1515 WEST 178TH STREET FROM GENERAL INDUSTRIAL (M-2) WITH A MIXED USE OVERLAY (MU) TO HIGH DENSITY MULTIPLE-FAMILY RESIDENTIAL (R-4)

(ZC #3-18; APNS: 6106-013-040 and 6106-013-041)

WHEREAS, on December 5, 2018, the applicant, Melia Homes, filed an application to develop a 114-unit residential condominium project consisting of attached three-story townhome style condominiums in 22 buildings on a 5.63 acre property located at 1515 West 178th Street (the "Property"); and

WHEREAS, in order to develop the residential project, the following entitlements (collectively, the "Project") are required: General Plan Amendment changing the land use designation from Industrial with a Mixed Use Overlay to High Density Residential (GPA #2-18); Zone Change to change the zoning from General Industrial (M-2) with a Mixed-Use Overlay (MUO) to High Density Multiple-Family Residential (R-4); Tract Map to create 114 airspace condominium lots (TTM No. 82390); and Site Plan Review for the proposed Project (SPR #11-18); and

WHEREAS, a Mitigated Negative Declaration ("MND") was prepared for the Project and the draft MND was circulated for a 20-day public review period between August 15, 2019, and September 3, 2019; and

WHEREAS, on September 17, 2019, the Planning and Environmental Quality Commission ("Planning Commission") of the City of Gardena held a duly noticed public hearing on the draft IS/MND and the approvals required for the Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted PC Resolution No. 16-19 which approved the MND and adopted the Mitigation Monitoring Reporting Program ("MMRP") for the Tentative Tract Map and Site Plan Review and recommended that the City Council approve the MND for the General Plan Amendment and Zone Change; and approved PC Resolution No. 17-19 which approved the Tentative Tract Map and Site Plan Review and recommended that the City Council approve the General Plan Amendment and Zone Change; and

WHEREAS, on September 24, 2019, the City received an email from a resident indicating that they wanted to appeal the Planning Commission's decision primarily based on traffic and parking impacts ("Haase Appeal"); and

WHEREAS, during the September 24, 2019, City Council Meeting, prior to the resident being able to perfect the appeal, Council Member Henderson called the Planning Commission's item for review; and

WHEREAS, after the Planning Commission's September 17, 2019, hearing, the applicant submitted a revised Open Space Enlargement Plan dated October 2, 2019 modifying the open space to be more usable; and

WHEREAS, on October 22, 2019, the City Council held a duly noticed public hearing on the Project at which time it considered all evidence, both written and oral; and

WHEREAS, after the close of the public hearing and prior to adopting this Ordinance the City Council adopted Resolution No. 6405 approving the Mitigated Negative Declaration for the General Plan Amendment, Zone Change, Tentative Tract Map, and Site Plan Review and approved the Mitigation Monitoring and Reporting Program for the Tentative Tract Map and Site Plan Review, and approved Resolution No. 6406 approving a General Plan Amendment changing the land use designation of the property to High Density Residential, and approving the Tentative Tract Map and Site Plan on the call for review;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, DOES HEREBY ORDAIN, AS FOLLOWS:

SECTION 1. APPROVAL AND FINDINGS – ZONE CHANGE.

A. Section 18.52.010 of the Gardena Municipal Code provides that the land use and zoning of property may be amended "[w]henever the public necessity, convenience, general welfare, or good land use and zoning practices require. . ." The City Council hereby approves the zone change for the Property from General Industrial (M2) with a Mixed Use Overlay (MUO) to High Density Multiple-Family Residential (R-4) as shown on Exhibit A, attached hereto.

B. In taking this action, the City Council finds that the change is in the best interests of the general welfare and represents good land use planning practices, including, but not limited to the following reasons:

1. The property to the west is developed with a mobilehome park which has been negatively impacted by the industrial use at the Property. Residential condominiums will be more compatible with the adjacent mobilehome residential use.

2. The Property was designated with a Mixed Use Overlay designation which would have allowed housing of up to 30 units per acre and would have reduced the open space requirement from 600 square feet per unit to 150 square feet per unit. However, in order to build housing under the Mixed-Use designation it is necessary to have a component of commercial uses. Given the location of this Property, commercial uses would not be a viable option.

3. As there continues to be a need for housing in Gardena, and California in general, changing the land use designation to allow high-density multi-family housing makes good planning sense.

4. The change in zoning is consistent with the General Plan Amendment that was concurrently processed for this project.

SECTION 2. RECORD.

Each and every one of the findings and determinations in this Ordinance are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information in the findings which precede this section are based on the entire record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 3. CUSTODIAN OF RECORD.

The Custodian of Record for the proceedings relating to the Project, including the MND and MMRP, is Raymond Barragan, Community Development Manager, City of Gardena, 1700 W. 162nd Street, Gardena, California 90247. Mr. Barragan's email is rbarragan@cityofgardena.org and his phone number is 310/217-9546.

SECTION 4. EFFECTIVE DATE.

This Ordinance shall take effect on the thirty-first day after passage.

SECTION 5. NOTICE OF DETERMINATION.

Staff is hereby directed to file a Notice of Determination of the approvals granted herein with the County Recorder's office within five working days from the date of approval.

SECTION 6. CERTIFICATION.

The City Clerk shall certify the passage of this ordinance and shall cause the same to be entered in the book of original ordinances of said City; shall make a minute passage and adoption thereof in the records of the meeting at which time the same is passed and adopted; and shall, within fifteen (15) days after the passage and adoption thereof, cause the same to be published as required by law, in a publication of general circulation.

PASSED, APPROVED, AND ADOPTED this _____ day of _____, 2019.

_____
TASHA CERDA, Mayor

ATTEST:

_____
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

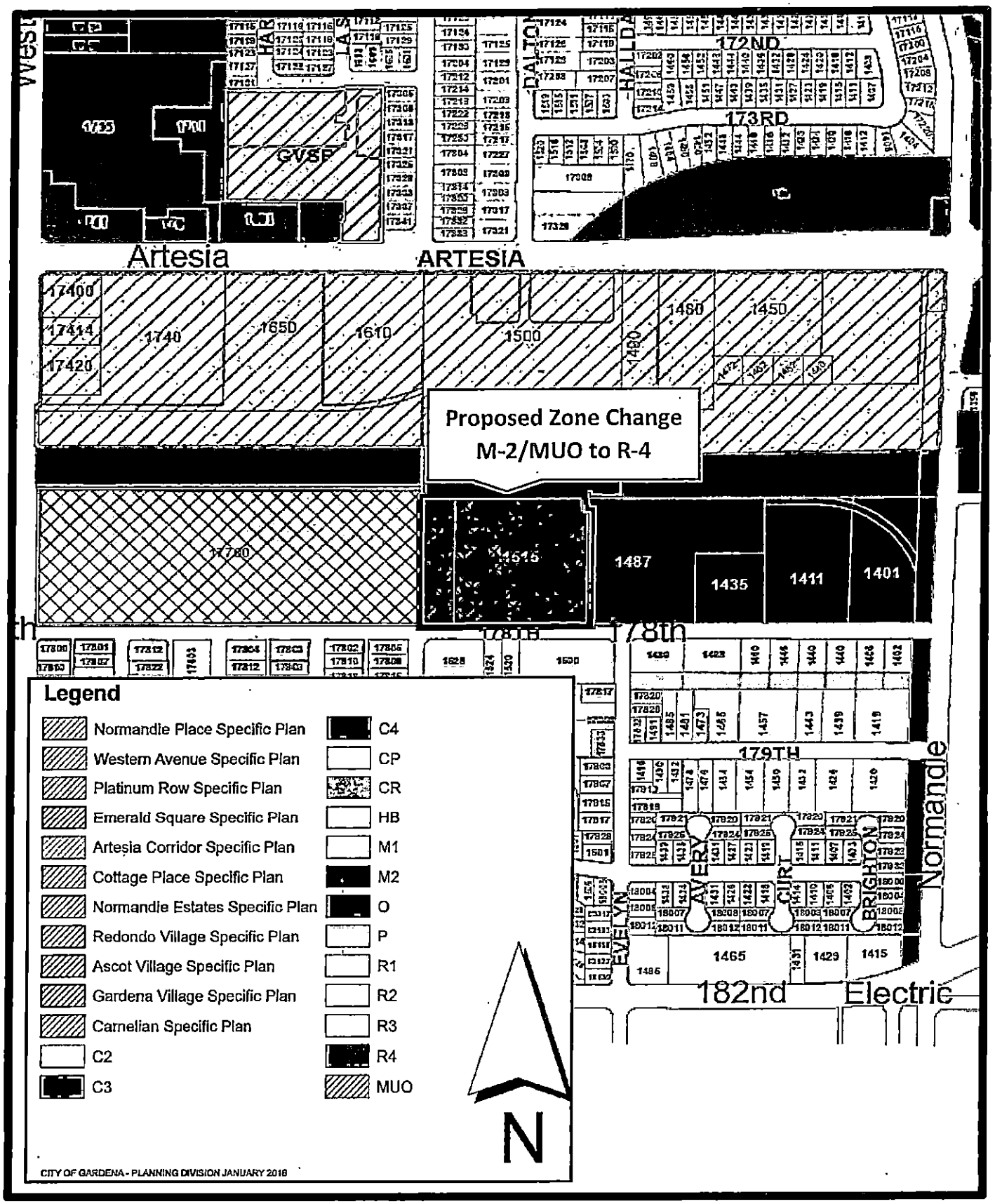
_____
PETER L. WALLIN, City Attorney

Attachment:

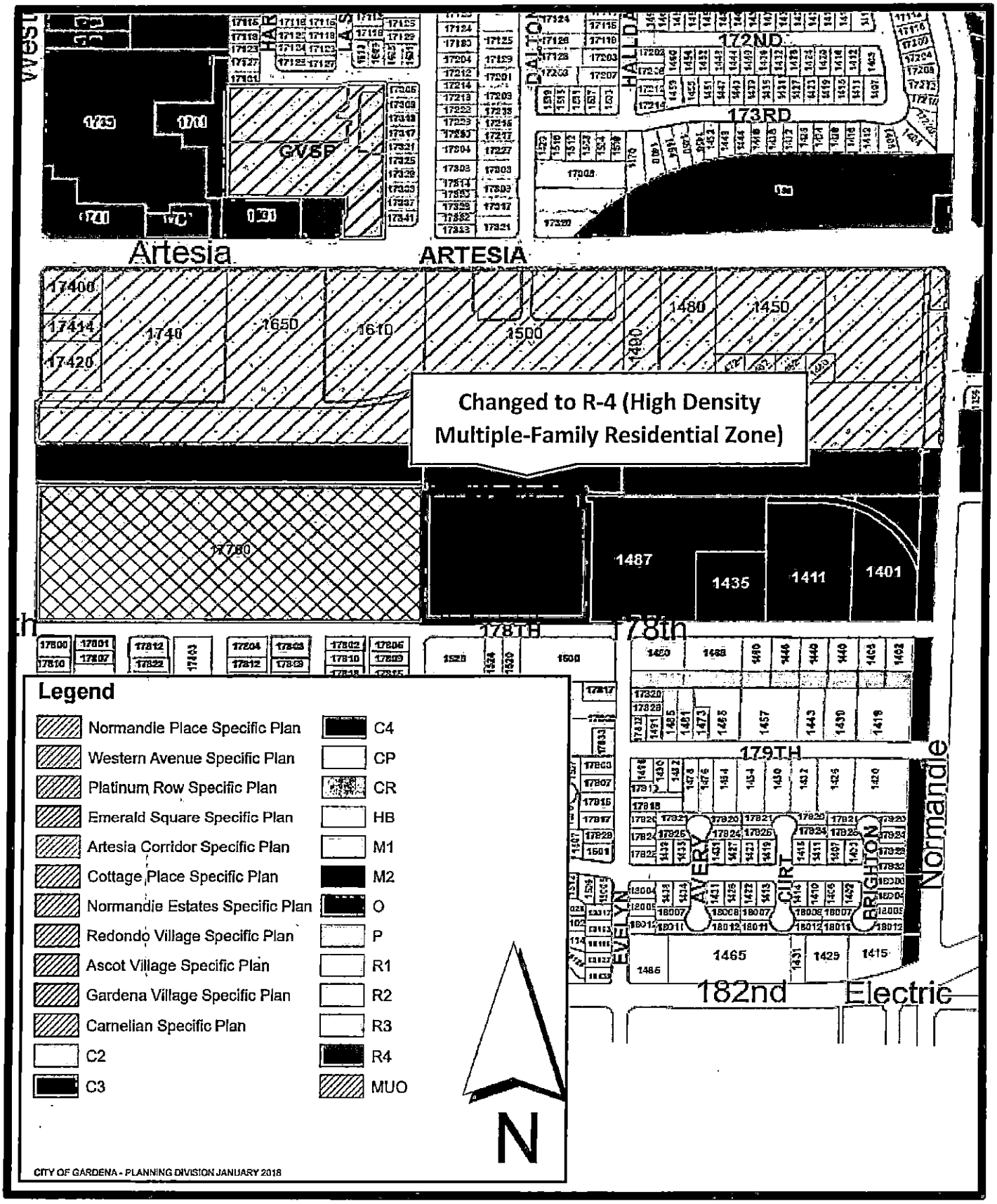
Exhibit A – Zoning Map

Exhibit A – Zoning Map Change

Proposed Zone Change #3-18



Adopted Zone Change #3-18



ATTACHMENT 4

RESOLUTION NO. 6412

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, APPROVING A TENTATIVE TRACT MAP AND SITE PLAN ON THE CALL FOR REVIEW RELATING TO THE PROPERTY LOCATED AT 1515 WEST 178TH STREET

(TTM No. 82390 and SPR #11-18; APNS: 6106-013-040 AND 6106-013-041)

WHEREAS, on December 5, 2018, the applicant, Melia Homes, filed an application to develop a 114-unit residential condominium project consisting of attached three-story townhome-style condominiums in 22 buildings on a 5.63 acre property located at 1515 West 178th Street (the "Property"); and

WHEREAS, in order to develop the residential project, the following entitlements (collectively, the "Project") are required: General Plan amendment changing the land use designation from Industrial with a Mixed Use Overlay to High Density Residential (GPA #2-18); Zone Change to change the zoning from General Industrial (M-2) with a Mixed-Use Overlay (MUO) to High Density Multiple-Family Residential (R-4); Tentative Tract Map to create 114 airspace condominium lots (TTM No. 82390); and Site Plan Review for the proposed Project (SPR #11-18); and

WHEREAS, a Mitigated Negative Declaration ("MND") was prepared for the Project and the draft MND was circulated for a 20-day public review period between August 15, 2019, and September 3, 2019; and

WHEREAS, on September 17, 2019, the Planning and Environmental Quality Commission ("Planning Commission") of the City of Gardena held a duly noticed public hearing on the draft IS/MND and the approvals required for the Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted Resolution No. PC 16-19 which approved the MND and adopted the Mitigation Monitoring Reporting Program ("MMRP") for the Tentative Tract Map and Site Plan Review and recommended that the City Council approve the MND and adopt the MMRP for the General Plan Amendment and Zone Change; and adopted PC Resolution No. 17-19 which approved the Tentative Tract Map and Site Plan Review and recommended that the City Council approve the General Plan Amendment and Zone Change; and

WHEREAS, on September 24, 2019, the City received an email from a resident indicating that they wanted to appeal the Planning Commission's decision primarily based on traffic and parking impacts ("Haase Appeal"); and

WHEREAS, during the September 24, 2019, City Council Meeting, prior to the resident being able to perfect the appeal, Council Member Henderson called the Planning Commission's item for review; and

WHEREAS, after the Planning Commission's September 17, 2019, hearing, the applicant submitted a revised Open Space Enlargement Plan, dated October 2, 2019, modifying the open space to be more usable; and

WHEREAS, on October 22, 2019, the City Council held a duly noticed public hearing on the Project at which time it considered all evidence, both written and oral; and

WHEREAS, after the close of the public hearing and prior to adopting this Resolution the City Council adopted Resolution No. 6405 approving the Mitigated Negative Declaration for the General Plan Amendment, Zone Change, Tentative Tract Map, and Site Plan Review and approved the Mitigation Monitoring and Reporting Program for the Tentative Tract Map, and Site Plan Review, approved Resolution No. 6406 amending the General Plan land use map for this Property to High Density Residential, and introduced Ordinance No. 1808 rezoning the property to high-density residential;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, DOES HEREBY RESOLVE, AS FOLLOWS:

SECTION 1. APPROVAL OF TENTATIVE TRACT MAP ON CALL FOR REVIEW.

Tentative Tract Map No. 82390, dated March 4, 2019, and shown on Exhibit A, dividing the property into 114 condominium lots is hereby approved, subject to the conditions of approval attached as Exhibit D and subject to the further condition that the Map be modified to conform to the revised Open Space Enlargement Plans dated October 2, 2019. This approval is based on the fact that none of the findings which would prohibit the approval of a map are present and the map satisfies all of the requirements of the Gardena Municipal Code and the Subdivision Map Act.

A. The map and design and improvement of the proposed subdivision is consistent with applicable general and specific plan (Government Code § 66474; § 66473.5).

The City Council adopted Resolution No. 6406 changing the land use designation from Industrial with a Mixed Use Overlay to High Density Residential. The map is consistent with the new Land Use Plan of the Community Development Element of the General Plan. There are no applicable Specific Plans. An Ordinance introducing a zone change to high density residential was also introduced.

B. The site is physically suitable for the type or density of development (Government Code § 66474).

The site is 5.63 gross acres consisting of two parcels which are flat and serviced by all necessary utilities. The site has been previously developed. The size and topography of the parcels allows the development of the 114 townhomes in 22 buildings while adhering to Gardena Municipal Code standards. Furthermore, the zoning allows for a maximum density of 30 dwelling units to the acre and a minimum density of 20 units to the acre and falls within these requirements. The density of this project is 20.36 units per acre and falls within these requirements. The site also provides adequate ingress and egress. Therefore, the site is physically suitable for the type and density of the proposed development.

C. The design of the subdivision and the proposed improvements will not cause serious public health problems, substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (Government Code § 66474).

The property has already been fully developed and has been used for a trucking business and parking lot. There is an industrial building on the property which is used for distribution logistics administration and management. The paved areas of the property are used for vehicle and truck

parking. There is no natural environment, fish, or wildlife in the area which will be harmed by the proposed project. Furthermore, the subdivision has been designed to provide adequate access for pedestrians and vehicles, guests and residents, and emergency access.

The townhomes will be located adjacent to an existing mobilehome park and will actually improve the public health by eliminating nuisances from the adjoining use and by remediating the hazardous soils.

The mitigated negative declaration that was prepared for the Project and approved by the City Council determined that there would not be any public health problems, substantial environmental damage, or injury to fish and wildlife or their habitat.

D. The design of the subdivision or type of improvements will not conflict with public access easements (Government Code § 66474).

There are no public access easements on the property and therefore no conflict with such easements.

E. The design of the subdivision provides for, to the extent feasible, future passive or natural heating and cooling opportunities (Government Code § 66473.1).

Each townhome will be built to meet insulation, air and ventilation requirements pursuant to the Building Code. Windows and doors will allow for ventilation and natural light to penetrate inside townhomes for natural heating and cooling opportunities.

There are no grounds upon which to deny the map. Therefore, with the conditions of approval, the subdivision and subdivision design will be consistent with the General Plan and State Subdivision Map Act as supplemented by Title 17 of the Gardena Municipal Code.

SECTION 2. APPROVAL OF SITE PLAN ON CALL FOR REVIEW.

Site Plan Review (#11-18) for the construction of a 114-unit condominium development in 22 buildings, is hereby approved based on the following findings and subject to the conditions attached hereto as Exhibit D. The plans being approved are those dated, August 29, 2019, attached hereto as Exhibit B and the Landscape Plans dated May 17, 2019, attached hereto as Exhibit C which are to be modified to conform to the revised Open Space Enlargement Plan dated October 2, 2019 and as the same may be modified by the conditions of approval.

A. The proposed development, including the uses and physical design, is consistent with the intent and general purpose of the general plan and provisions of the municipal code.

The High Density Residential land use category provides for a high quality, multiple-family living environment consisting of three-story multi-unit buildings. The high density multiple-family residential zone (R-4) implements this land use designation. The allowed density is a maximum of 30 units per acre under both the General Plan Land Use Plan and the City's Zoning Code. This same density of housing could be built under the prior Land Use and zoning designations. However, commercial could not be developed which is required under the previous designation because a commercial component would not be viable at this location. The proposed density is approximately

20.36 units per acre and therefore falls within the allowable density requirements, so it is consistent with the General Plan and zoning, as amended.

The Project is also consistent with the following Policies of the General Plan Land Use Plan:

- *LU 1.1: Promote sound housing and attractive and safe residential neighborhoods.*
  - The proposed project will provide 114 attached condominium units in a welll-designed, gated townhome community.
- *LU 1.2: Protect existing sound residential neighborhoods from incompatible uses and development.*
  - The proposed project will be compatible with the mobilehome park to the west and residential neighborhood further south.
- *LU 1.4: Locate new medium- and high-density residential developments near neighborhood and community shopping centers with commensurate high levels of community services and facilities.*
  - The proposed project will be in close proximity to commercial shopping centers to the north and the Harbor Gateway Transit Center to the east.
- *LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multifamily residential developments.*
  - The proposed project will include a swimming pool, tot lot, recreational open space area, off-street parking, and pedestrian walkways in a multifamily condominium community.
- *LU 1.6: Ensure residential densities are compatible with available public service and infrastructure systems.*
  - The project site is located in a developed area where there is adequate public service from police and fire and adequate water, sewer, electrical, and gas systems.
- *LU 1.8: Minimize through-traffic on residential streets.*
  - The proposed project will provide a main driveway and a secondary driveway for emergency purposes only. All traffic will take ingress and egress from 178th Street, and the majority of vehicles will be from Normandie Avenue to the east and Western Avenue to the west. Traffic onto the residential streets to the south is expected to be minimal.
- *LU 1.11: Design infill development to be compatible and consistent with the existing low-density character of residential neighborhoods.*
  - The proposed project is for an infill development that includes the demolition of an industrial building and construction of a condominium townhome community. The proposed project is consistent with the mobilehome park to the west and the residential neighborhood further south. Furthermore, the proposed project helps satisfy a continued dneed for housing within the City.
- *LU 1.12: Require infill development to provide adequate amenities to minimize the impact of such development on the immediate neighborhood and on City services generally, including off-street parking to meet the additional demand placed on street parking.*

- The proposed project will provide 228 garage parking spaces and 66 guest parking spaces for a total of 294 spaces. The guest parking is nine spaces in excess of the required guest spaces. The proposed project will include a swimming pool, tot lot, and recreational open space areas.

- *DS 2.2: Ensure that new and remodeled dwelling units are designed with architectural styles, which are varied and are compatible in scale and character with existing buildings and the natural surroundings.*
  - The proposed buildings will have a contemporary design that includes a variety of materials and colors. The scale and character of the buildings are consistent with a three-story townhome development. Units will be accessed via a courtyard and parking will be accessed via a rear driveway.

- *DS 2.3: Encourage a variety of architectural styles, massing, floor plans, color schemes, building materials, façade treatments, elevation and wall articulations.*
  - The proposed project will have three types of building designs and four floor plans. The buildings will be articulated using a variety of colors and materials.

- *DS 2.10: Provide landscape treatments (trees, shrubs, groundcover, and grass areas) within multi-family development projects in order to create a "greener" environment for residents and those viewing from public areas.*
  - Landscaping includes a variety of trees, shrubs, and groundcover. Interior buildings will be separated by landscaped courtyards. Recreational and passive open space areas will be provided in the northern portion of the lot.

- *DS 2.11: Incorporate quality residential amentities such as private and communal open spaces into multi-unit development projects in order to improve the quality of the project and to create more attractive and livable spaces for residents to enjoy.*
  - The proposed project includes 15,937 square feet of private patios, 7,220 square feet of balconies, and 48,868 square feet of common open space. In total, the project provides 72,025 square feet of common and private open space or approximately 632 square feet of open space per unit, which is more than the 600 square feet of open space required.

- *DS 2.12: Provide well-designed and safe parking areas that maximize security, surveillance, and efficient access to building entrances.*
  - The proposed project will be gated with a single entry from 178th Street. Two garage spaces are provided for each unit and all guest parking will be behind the gate. Additionally, a homeowners association will be established that will handle the maintenance and security of the community in the future.

- *DS 2.14: Require design standards be established to provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.*
  - The proposed project has been attractively designed with various architectural features. The project provides safe egress and egress onto 178th Street to the south. There is sufficient resident and guest parking onsite. Pedestrian amenities include walkways, a swimming pool area, and recreational open space areas. The project will be landscaped throughout and adequate directional signage will be provided.

- *PS Goal 3 – Protect public health, safety and the environment from exposure to hazardous materials and other dangers.*
    - The proposed residential use is more compatible with the existing residential neighborhood than the existing trucking facility. Hence, the proposed project will further protect the public health, safety and the environment from exposure to hazardous materials and other dangers that are associated with industrial uses. Additionally, as documented in the Initial Study/Mitigated Negative Declaration, the soil on a portion of the property is contaminated. Prior to being allowed to build any residential units, the Property will be remediated to the satisfaction of the responsible County agency.

As shown in the staff report, which is incorporated by reference, the site plan meets or exceeds all development standards of the zoning code.

B. The proposed development will not adversely affect the orderly and harmonious development of the area and the general welfare of the city.

As set forth above and in the staff report, which is incorporated by reference, the proposed site plan meets all of the development requirements, and the proposal, as conditioned, will be compatible with, and not detrimental to, the surrounding land uses and general welfare of the City.

The Site Plan will be revised as shown in the revised Open Space Enlargement Plan to make the open space more usable and to create additional on-site parking.

The issues which were raised by the Haase Appeal and subsequent letters do not have merit. As set forth above and in the accompanying General Plan and Zoning approvals, the changes and the Project are consistent with the General Plan. The Project complies with the parking requirements of the zoning code. Additionally, once the trucking use is gone, there will be a greater availability of street parking as employees and visitors, and trucks will no longer be parking on the local streets. The Traffic Distribution analysis supports that there will not be a significant amount of cut-through street traffic and the local streets can handle the anticipated traffic. There is a secondary ingress/egress from the project site which can used in emergencies. Conditions have been imposed regarding sewage and Southern California Edison has not raised any concerns regarding the high voltage lines.

SECTION 3. RECORD.

Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information in the findings which precede this section are based on the entire record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 4. CUSTODIAN OF RECORD.

The Custodian of Record for the proceedings relating to the Project, including the MND and MMRP, is Raymond Barragan, Community Development Manager, City of Gardena, 1700 W. 162nd Street, Gardena, California 90247. Mr. Barragan's email is rbarragan@cityofgardena.org and his phone number is 310/217-9546.

SECTION 5. EFFECTIVE DATE.

This Resolution shall take effect immediately, but the approvals shall only be valid if both the General Plan Amendment set forth in Resolution No. 6406 and the zone change set forth in Ordinance No. 1808 become effective.

SECTION 6. NOTICE OF DETERMINATION.

Staff is hereby directed to file a Notice of Determination of the approvals granted herein with the County Recorder's office within five working days from the date of approval.

BE IT FURTHER RESOLVED that the City Clerk shall certify to the passage and adoption of this Resolution; shall cause the same to be entered among the original Resolutions of said City; and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting at which the same is passed and adopted.

PASSED, APPROVED, AND ADOPTED this 22nd day of October, 2019.

TASHA CERDA, Mayor

ATTEST:

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

PETER L. WALLIN, City Attorney

Attachments:

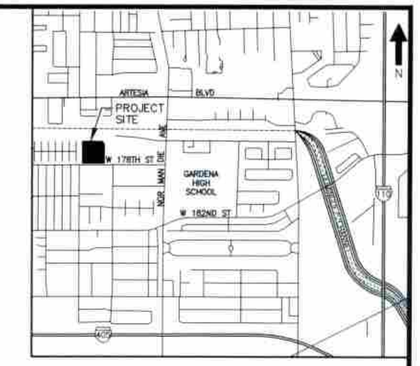
Exhibit A – Tentative Tract Map dated March 4, 2019
Exhibit B – Site Plan dated Aug. 29, 2019
Exhibit C – Landscape Plans dated May 17, 2019
Exhibit D – Conditions of Approval

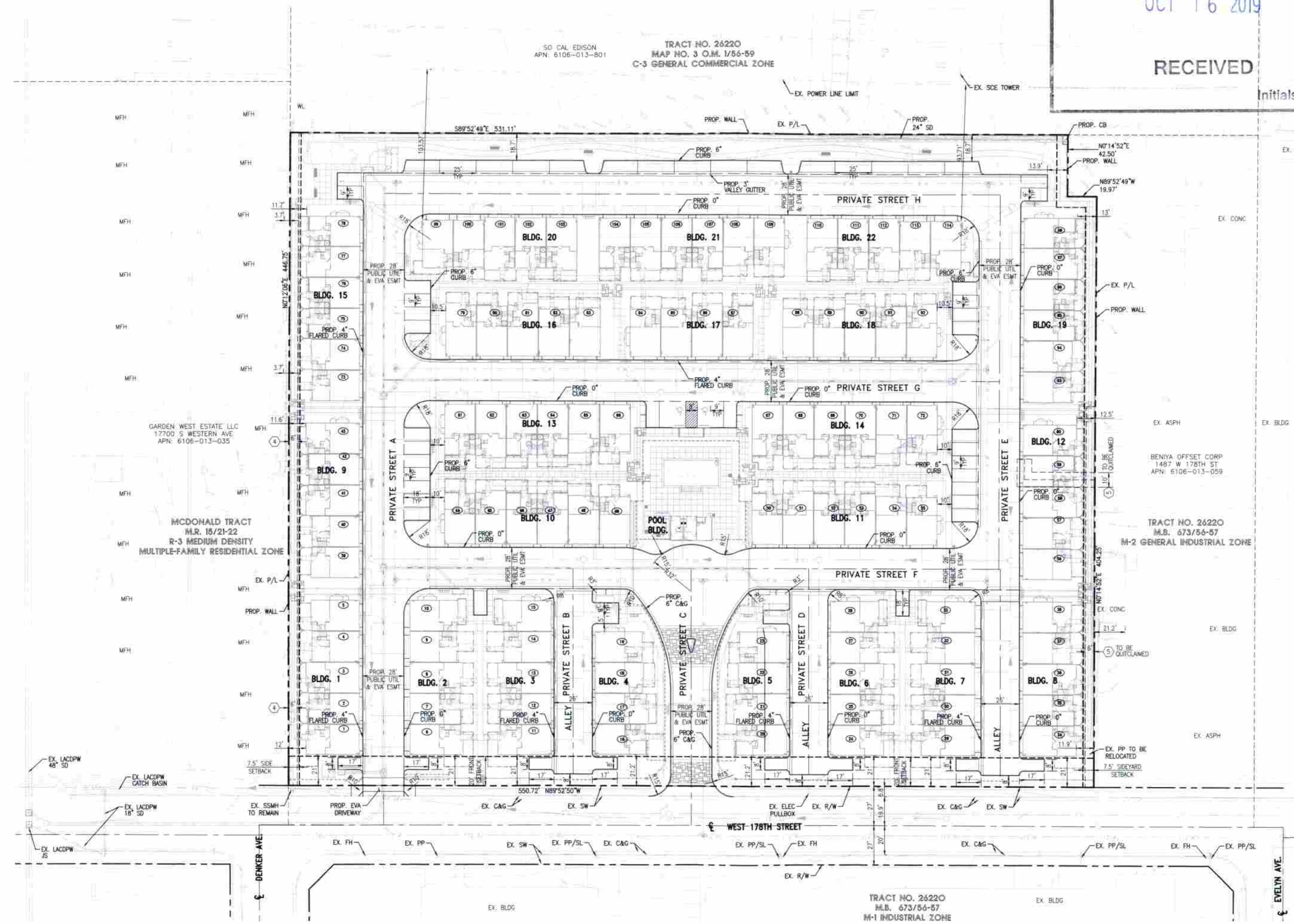
Exhibit A – Tract Map dated 3/4/19 (full set on file)

TENTATIVE TRACT NO. 82390

1515 WEST 178th STREET
FOR CONDOMINIUM PURPOSES
CITY OF GARDENA, COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

COMMUNITY DEVELOPMENT DEPARTMENT
OCT 16 2019
RECEIVED
Initials ____





LEGEND:

- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- SETBACK LINE
- EXISTING SEWER
- EXISTING WATER
- EXISTING GAS
- PROPOSED WALL
- EXISTING WALL
- EXISTING CONTOUR
- FIRE HYDRANT
- STREET LIGHT
- GUY WIRE
- POWER POLE

ABBREVIATIONS:

PCC	PORTLAND CONC CEMENT
MH	MAN HOLE
LP	LIGHT POLE
CB	CATCH BASIN
ST	STREET LIGHT
TE	TRASH ENCLOSURE
TR	ELECTRICAL TRANSFORMER
EP	EDGE OF PAVEMENT
FS	FINISHED SURFACE
FF	FINISHED FLOOR
NG	NATURAL GROUND
TC	TOP OF CURB
FL	FLOW LINE
TG	TOP OF GRATE
GB	GRADE BREAK
DDC	DOUBLE DETECTER CHECK VALVE
SP	SIGN POST
CB	CATCH BASIN
PIV	POST INDICATOR VALVE
PROP.	PROPOSED
BLDG	BUILDING
PP	POWER POLE
BW	BACK OF WALK
TW	TOP OF WALL
AC	ASPHALT PAVEMENT
MFH	MULTI FAMILY HOME
℄	CENTERLINE
C&G	CURB AND GUTTER
P/L	PROPERTY LINE
R/W	RIGHT OF WAY
INV	INVERT
FF	FINISHED FLOOR
IRR	IRRIGATION
PA	PLANTER
PB	PULL BOX
ICV	IRRIGATION CONTROL VALVE
ARV	AIR RELEASE VALVE
EX.	EXISTING
UTIL	UTILITY
EVA	EMERGENCY VEHICLE ACCESS
ESMT	EASEMENT
JS	JUNCTION STRUCTURE

OWNER/DEVELOPER:

MELIA HOMES
8951 RESEARCH DRIVE, #100
IRVINE, CA 92618
T (949) 759-4367
CHAD BROWN, VICE PRESIDENT OF PLANNING & DEVELOPMENT

CIVIL ENGINEER:

C&V CONSULTING, INC.
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T (949) 916-3800
DANE MCDOUGALL, P.E., PRINCIPAL

SITE ADDRESS:

1515 W. 178TH STREET
GARDENA, CA 90249

ARCHITECT:

SUMMA ARCHITECTURE
5256 S. MISSION ROAD, SUITE 404
BONSALL, CA 92003
T (760) 724-1198

LAND AREA:

NET: 245,264 SF (5.630 AC)
GROSS: 245,264 SF (5.630 AC)

PROPOSED LAND USE:

R-4: HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL

EXISTING LAND USE:

M-2: GENERAL INDUSTRIAL
MUO: MIXED USE OVERLAY ZONE

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF GARDENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 8 TO 12 INCLUSIVE OF TRACT NO. 26220 IN THE CITY OF GARDENA COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 673 PAGES 56 AND 57 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM, AS TO THE WESTERLY 109.40 FEET OF SAID LOT 10, AND ALL OF SAID LOT 11, AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, PETROLEUM AND OTHER MINERALS AND HYDROCARBON SUBSTANCES IN AND UNDER THE LAND DESCRIBED ABOVE, AS SET OUT IN THAT CERTAIN DOCUMENT RECORDED IN BOOK 19829, PAGE 264 OF OFFICIAL RECORDS OF SAID COUNTY.

APN: 6106-013-040

VESTED OWNER:

OFFINITI, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLAN COORDINATE SYSTEM, ZONE 5, NAD 83, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CORS STATIONS "CSDH" AND "TORP," BOTH AS PUBLISHED BY THE CSRC, BEING N44°14'44"E (2017.50 EPOCH).

DATUM STATEMENT:

ALL DISTANCES SHOWN ARE GROUND UNLESS OTHERWISE NOTED. TO OBTAIN GRID DISTANCE, MULTIPLY GROUND DISTANCE BY 1.0000430259

BENCHMARK STATEMENT:

CITY OF LOS ANGELES BENCHMARK NO. 21-02460
ELEV: 42.242' (NAVD88 LEVELED 2014)
DESCRIBED AS: "WIRE SPIKE IN EAST CURB OF NORMANDIE AVE. LOCATED ON THE SOUTH CURB LINE PROD. OF 179TH ST. "

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X - AREAS DETERMINE TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN." PER FEMA MAP NO. 06037C1935F. A PRINTED PANEL, EFFECTIVE SEPTEMBER 26, 2008

TOPOGRAPHY NOTE:

TOPOGRAPHY AND CONTOURS SHOWN HEREON ARE BASED ON 1' CONTOUR INTERVALS FROM AERIAL PHOTOGRAMMETRY.

UTILITY PURVEYORS:

CABLE:
AT&T UVERSE
PHONE: (800) 288-2020

DIRECT TV
PHONE: (855) 802-3473

DISH NETWORK
PHONE: (888) 656-3109

TIME WARNER CABLE
PHONE: (800) 892-2253

WATER:
GOLDEN STATE WATER COMPANY
PHONE: (800) 999-4033

SEWER:
CITY OF GARDENA (OWNER/MAINTAINED)
PHONE: (310) 217-9500

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
PHONE: (562) 699-7411

ELECTRICITY:
SOUTHERN CALIFORNIA EDISON
PHONE: (909) 592-3737

1" = 30'
0 15 30 60

TITLE INFORMATION:

THE FOLLOWING TITLE INFORMATION WAS DERIVED FROM A PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE COMPANY, ORDER NO.: OSA-5570229 (TC) DATED JULY 18, 2018 AT 7:30 A.M.

(#) DENOTES PLOTTED ITEM.

1-3 TAX ITEMS

(4) AN EASEMENT FOR SANITARY SEWER AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 16, 1961 AS BOOK D1323, PAGE 938 OF OFFICIAL RECORDS.

(5) AN EASEMENT FOR POLES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED FEBRUARY 20, 1962 AS BOOK D1518, PAGE 542 OF OFFICIAL RECORDS.

NOTES:

1. EXISTING ONSITE REMOVALS ARE SHOWN PER SEPARATE FUTURE ONSITE DEMOLITION PLAN.

REVISIONS

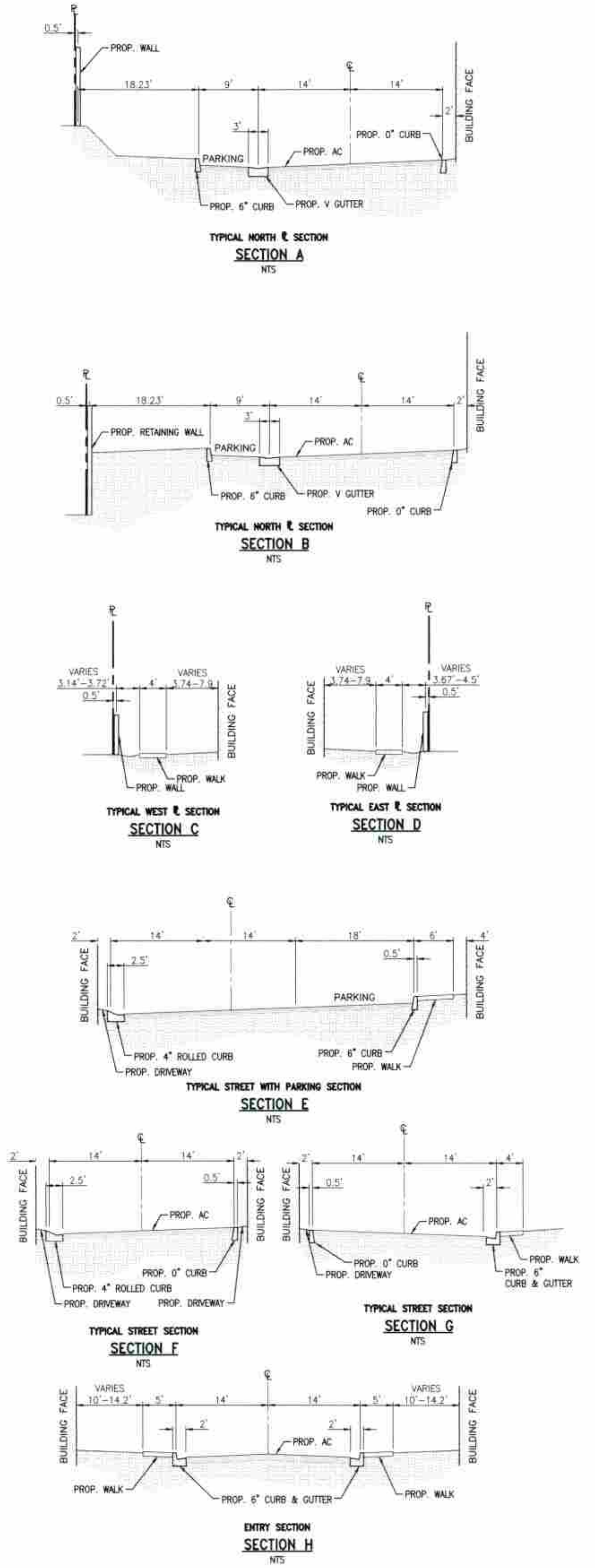
NO	DATE	INITIAL	DESCRIPTION	APP	DATE

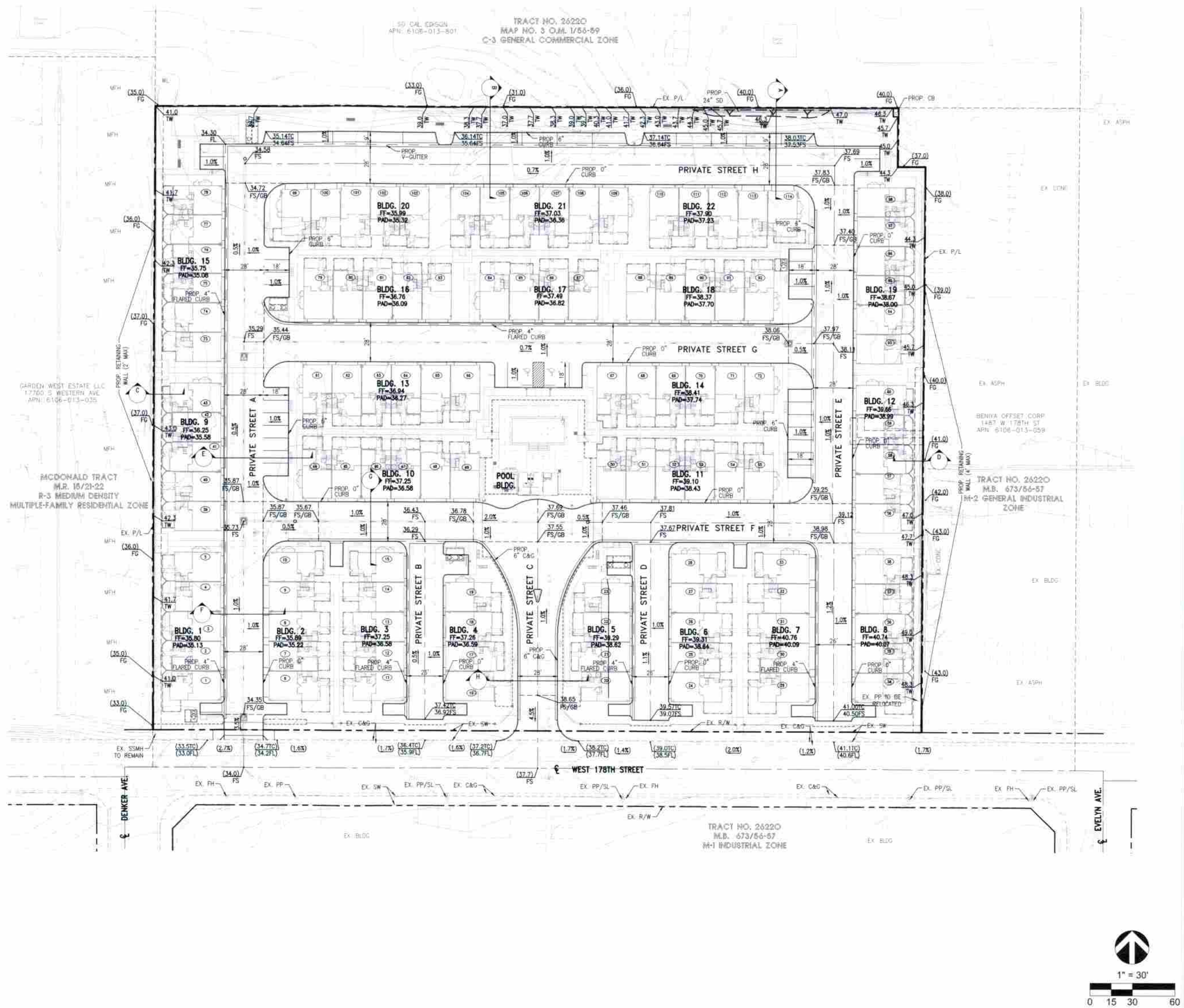
OWNER/DEVELOPER
MELIA HOMES
MELIA HOMES
8951 RESEARCH DR. #100
IRVINE, CA 92618
(949) 759-4367

PREPARED BY:
C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T. 949.916.3800
F. 949.916.3805
CVCINC.NET

REGISTERED PROFESSIONAL ENGINEER
C 80705
CIVIL
STATE OF CALIFORNIA

TENTATIVE TRACT NO. 82390
1515 WEST 178TH STREET
GARDENA, CALIFORNIA
SHEET 1 OF 4
SCALE: AS SHOWN | DRAWN BY: CK | CHECKED BY: MO
CITY OF GARDENA





REVISIONS					
NO	DATE	INITIAL	DESCRIPTION	APP	DATE

OWNER/DEVELOPER

MELIA HOMES
8951 RESEARCH DR. #100
IRVINE, CA 92618
(949) 759-4367

PREPARED BY :

C&V CONSULTING, INC.
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F. 949.916.3805
CVCINC.NET

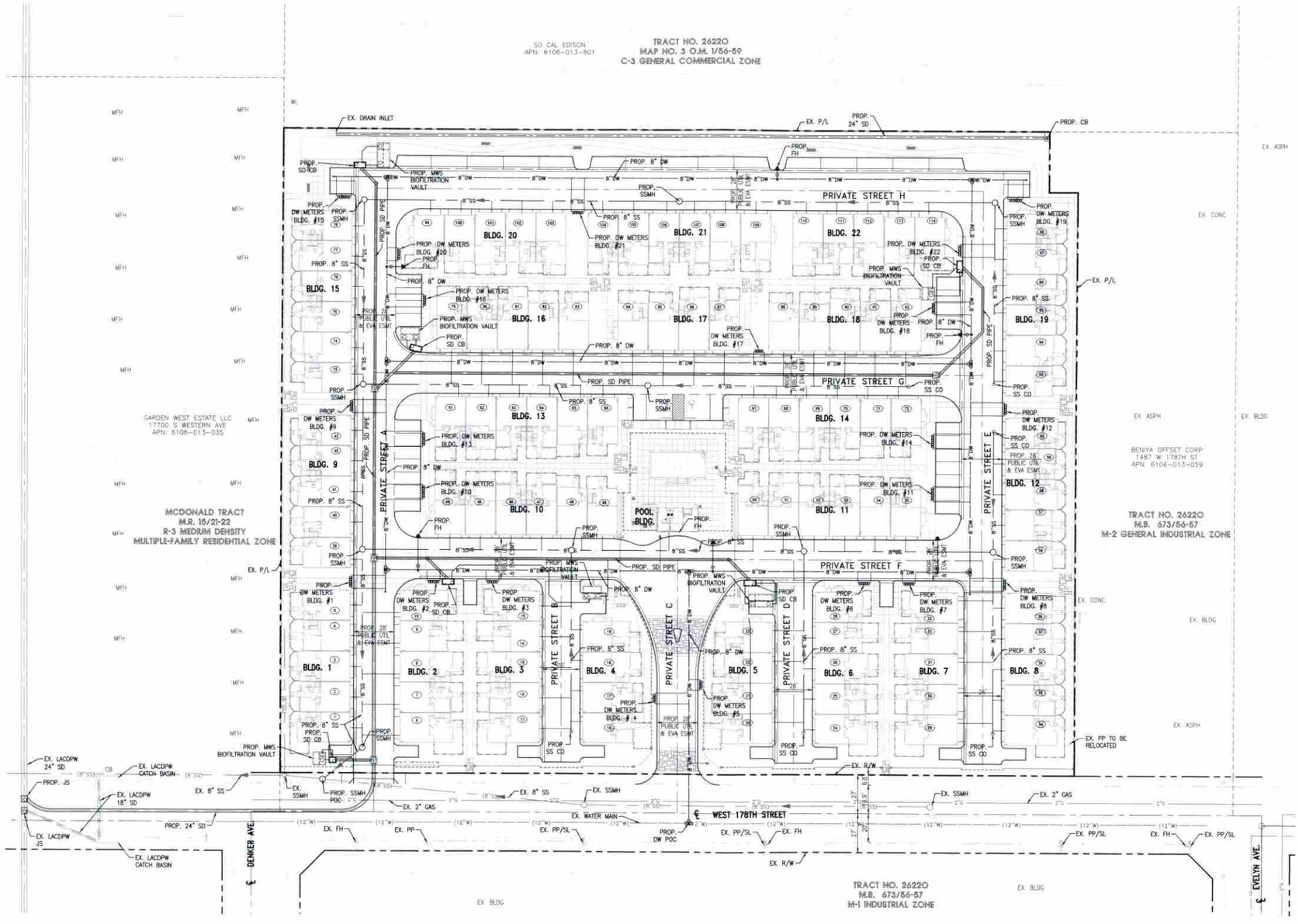
REGISTERED PROFESSIONAL ENGINEER
DANE P. MCDOUGALL
C 80705
CIVIL
STATE OF CALIFORNIA

TENTATIVE TRACT NO. 82390
PRELIMINARY GRADING PLAN
1515 WEST 178TH STREET
GARDENA, CALIFORNIA

SHEET 2 OF 4

SCALE: AS SHOWN | DRAWN BY: CK | CHECKED BY: MO

CITY OF GARDENA



1" = 30'

0 15 30 60

REVISIONS

NO	DATE	INITIAL	DESCRIPTION	APP	DATE

OWNER/DEVELOPER

MELIA HOMES

MELIA HOMES
8951 RESEARCH DR. #100
IRVINE, CA 92618
(949) 759-4367

PREPARED BY:

C&V CONSULTING, INC.
CIVIL ENGINEERING
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CVC-INC.NET

REGISTERED PROFESSIONAL ENGINEER
C 80705
CIVIL
STATE OF CALIFORNIA

TENTATIVE TRACT NO. 82390
PRELIMINARY UTILITY PLAN

1515 WEST 178TH STREET
GARDENA, CALIFORNIA

SHEET 3 OF 4

SCALE: AS SHOWN | DRAWN BY: CK | CHECKED BY: MO

CITY OF GARDENA

FIRE ACCESS & HYDRANT LOCATION PLAN FOR TENTATIVE TRACT NO. 82390

NOTES:

1. FIRE DEPARTMENT VEHICULAR ACCESS ROADS SHALL HARDSCAPE ALL WEATHER ACCESS IN ACCORDANCE WITH THE DEPARTMENT'S ALL WEATHER ACCESS REQUIREMENTS. FIRE CODE 503.2.3
2. FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 501.4
3. APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL CONTRAST WITH THEIR BACKGROUND, BE ARABIC NUMERALS OR ALPHABET LETTERS, AND BE A MINIMUM OF 4 INCHES HIGH WITH A MINIMUM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
4. THE REQUIRED FIRE FLOW FOR FIRE HYDRANTS AT THIS LOCATION IS _____ GPM, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 2 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 507.3
5. ALL FIRE HYDRANTS SHALL MEASURE 6"X4"X2-1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL, AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE CODE 507.5.
6. ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4.
7. THE REQUIRED FIRE FLOW FOR A SINGLE PRIVATE ONSITE FIRE HYDRANT AT THIS LOCATION IS _____ GPM AT 20 PSI RESIDUAL PRESSURE. IF MORE THAN ONE ONSITE FIRE HYDRANT IS REQUIRED, THE ONSITE FIRE FLOW SHALL BE THE SAME AS REQUIRED FOR PUBLIC HYDRANTS IN ACCORDANCE WITH APPENDIX TABLE B1-5.1. FIRE CODE C106.
8. ALL ON-SITE FIRE HYDRANT SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 901.5.1

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACFD MINIMUM REQUIREMENTS 19' & 45' RADII.
2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A "VERY HIGH FIRE HAZARD" ZONE.
3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2016 EDITION.
4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACFD GUIDELINE FOR FIRE APPARATUS ROADS.
5. LARGEST BUILDING FOOTPRINT SQ. FOOTAGE =13,083 SF (BLDG TYPE C)
6. NUMBER OF FLOORS = 3
7. BUILDINGS ARE DESIGNATED CONSTRUCTION TYPE V-B
8. BUILDING OCCUPANCY IS DESIGNATED AS R-3 (MEDIUM DENSITY MULTIPLE-FAMILY RESIDENTIAL)
9. ALL BUILDINGS ON THE SITE WILL BE FIRE SPRINKLERED PER NFPA 13D
10. ALL PROPOSED GATES WILL BE EQUIPPED WITH FIRE DEPARTMENT APPROVED LOCKING DEVICE(S).

ABBREVIATIONS:

PCC	PORTLAND CONC CEMENT	PP	POWER POLE
MH	MAN HOLE	BW	BACK OF WALK
LP	LIGHT POLE	TW	TOP OF WALL
CB	CATCH BASIN	AC	ASPHALT PAVEMENT
ST	STREET LIGHT	MFH	MULTI FAMILY HOME
TE	TRASH ENCLOSURE	℄	CENTERLINE
TR	ELECTRICAL TRANSFORMER	C&G	CURB AND GUTTER
EP	EDGE OF PAVEMENT	P/L	PROPERTY LINE
FS	FINISHED SURFACE	R/W	RIGHT OF WAY
FF	FINISHED FLOOR	INV	INVERT
NG	NATURAL GROUND	FF	FINISHED FLOOR
TC	TOP OF CURB	IRR	IRRIGATION
FL	FLOW LINE	PA	PLANTER
TG	TOP OF GRATE	PB	PULL BOX
GB	GRADE BREAK	ICV	IRRIGATION CONTROL VALVE
DDC	DOUBLE DETECTER CHECK VALVE	ARV	AIR RELEASE VALVE
SP	SIGN POST	EX.	EXISTING
CB	CATCH BASIN	UTL	UTILITY
PIV	POST INDICATOR VALVE	EVA	EMERGENCY VEHICLE ACCESS
PROP.	PROPOSED	ESMT	EASEMENT
BLDG	BUILDING	DWY	DRIVEWAY

LEGEND:

- CENTERLINE
- PROPERTY LINE
- EASEMENT LINE
- EXISTING SEWER
- EXISTING WATER
- EXISTING GAS
- PROPOSED WALL
- EXISTING WALL
- (36) EXISTING CONTOUR
- FIRE HYDRANT
- STREET LIGHT
- GUY WIRE
- POWER POLE
- EXISTING FIRE HYDRANT
- PRIVATE DRIVEWAY & FIRE LANE

UTILITY PURVEYORS:

CABLE:
AT&T U-VERSE
PHONE: (800) 288-2020

DIRECT TV
PHONE: (855) 802-3473

DISH NETWORK
PHONE: (888) 656-3109

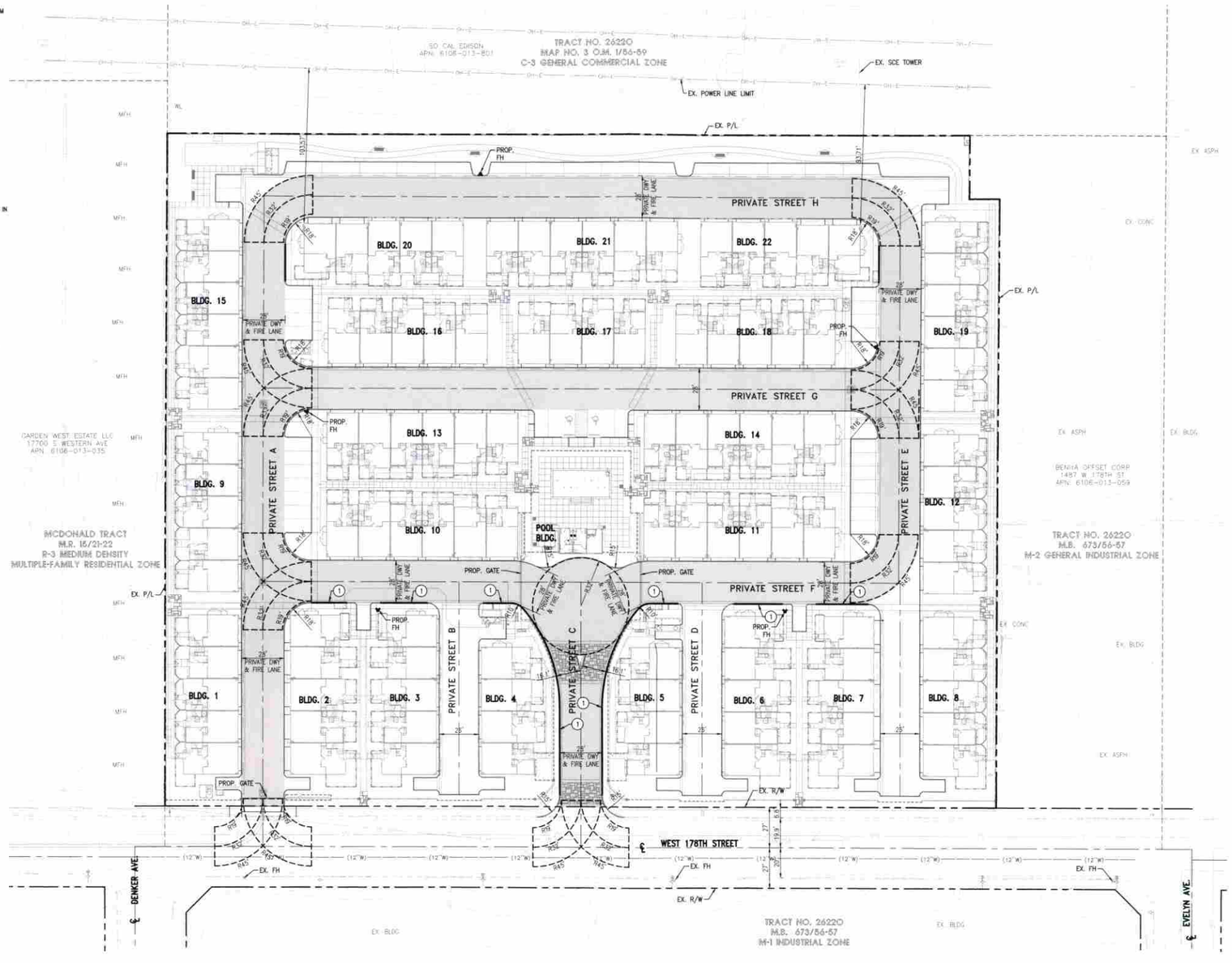
TIME WARNER CABLE
PHONE: (800) 892-2253

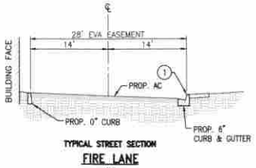
WATER:
GOLDEN STATE WATER COMPANY
PHONE: (800) 999-4033

SEWER:
CITY OF GARDENA (OWNER/MAINTAINED)
PHONE: (310) 217-9500

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY
PHONE: (562) 699-7411

ELECTRICITY:
SOUTHERN CALIFORNIA EDISON
PHONE: (909) 592-3737



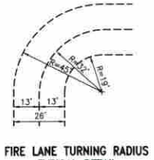


TYPICAL STREET SECTION
FIRE LANE
NTS

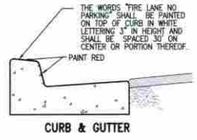
ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

BEGIN & END NO PARKING SIGN
NOT TO SCALE

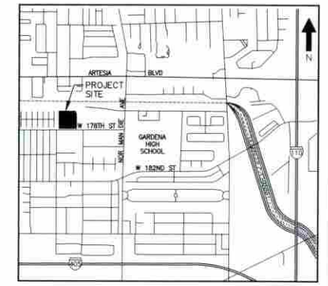


FIRE LANE TURNING RADIUS
TYPICAL DETAIL
NOT TO SCALE



CURB & GUTTER

1 RED CURB PAVEMENT MARKING
NOT TO SCALE



VICINITY MAP
NOT TO SCALE

OWNER/DEVELOPER:

MELIA HOMES
8951 RESEARCH DRIVE, #100
IRVINE, CA 92618
T (949) 759-4367
CHAD BROWN, VICE PRESIDENT OF PLANNING & DEVELOPMENT

CIVIL ENGINEER:

C&V CONSULTING, INC.
6 ORCHARD, SUITE 200
LAKE FOREST, CA 92630
T (949) 916-3800
DANE MCDOUGALL, P.E., PRINCIPAL

SITE ADDRESS:

1515 W. 178TH STREET
GARDENA, CA 90249

ARCHITECT:

SUMMA ARCHITECTURE
5256 S. MISSION ROAD, SUITE 404
BONSALL, CA 92003
T (760) 724-1198

LAND AREA:

NET: 245,264 SF (5.630 AC)
GROSS: 245,264 SF (5.630 AC)

PROPOSED LAND USE:

R-3: MEDIUM DENSITY MULTIPLE FAMILY RESIDENTIAL

EXISTING LAND USE:

M-2: GENERAL INDUSTRIAL
MUO: MIXED USE OVERLAY ZONE

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF GARDENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 8 TO 12 INCLUSIVE OF TRACT NO. 26220 IN THE CITY OF GARDENA COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 673 PAGES 56 AND 57 OF MAPS, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM, AS TO THE WESTERLY 109.40 FEET OF SAID LOT 10, AND ALL OF SAID LOT 11, AN UNDIVIDED ONE-HALF INTEREST IN AND TO ALL OIL, GAS, PETROLEUM AND OTHER MINERALS AND HYDROCARBON SUBSTANCES IN AND UNDER THE LAND DESCRIBED ABOVE, AS SET OUT IN THAT CERTAIN DOCUMENT RECORDED IN BOOK 19829, PAGE 264 OF OFFICIAL RECORDS OF SAID COUNTY.

APN: 6106-013-040

VESTED OWNER:

OPTINITI, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED ON THE STATE PLAN COORDINATE SYSTEM, ZONE 5, NAD 83, AS DETERMINED LOCALLY BY THE LINE BETWEEN CSRC CORS STATIONS "CSDH" AND "TORP," BOTH AS PUBLISHED BY THE CSRC, BEING N44°14'44"E (2017.50 EPOCH).

TOPOGRAPHY NOTE:

TOPOGRAPHY AND CONTOURS SHOWN HEREON ARE BASED ON 1' CONTOUR INTERVALS FROM AERIAL PHOTOGRAM

BUILDING AREA SUMMARY TABLE:

BLDG NO.	ALL-FLOORS AREA (SF)	
1	10974	
2	10974	
3	10974	
4	8665	
5	8665	
6	10974	
7	10974	
8	10974	
9	10974	
10	13083	— LARGEST BUILDING AREA, ALL FLOORS
11	13083	
12	10974	
13	13083	
14	13083	
15	13083	
16	10974	
17	8665	
18	10974	
19	13083	
20	10974	
21	13083	
22	10974	
TOTAL	249264	

1" = 30'
0 15 30 60

REVISIONS					
NO	DATE	INITIAL	DESCRIPTION	APP	DATE

OWNER/DEVELOPER
MELIA HOMES
8951 RESEARCH DR. #100
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(949) 759-4367

PREPARED BY :
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REGISTERED PROFESSIONAL ENGINEER — CRAIG P. MCDOUGALL — C 80705 — CIVIL — STATE OF CALIFORNIA

TENTATIVE TRACT NO. 82390
FIRE ACCESS & HYDRANT LOCATION PLAN
1515 WEST 178TH STREET
GARDENA, CALIFORNIA

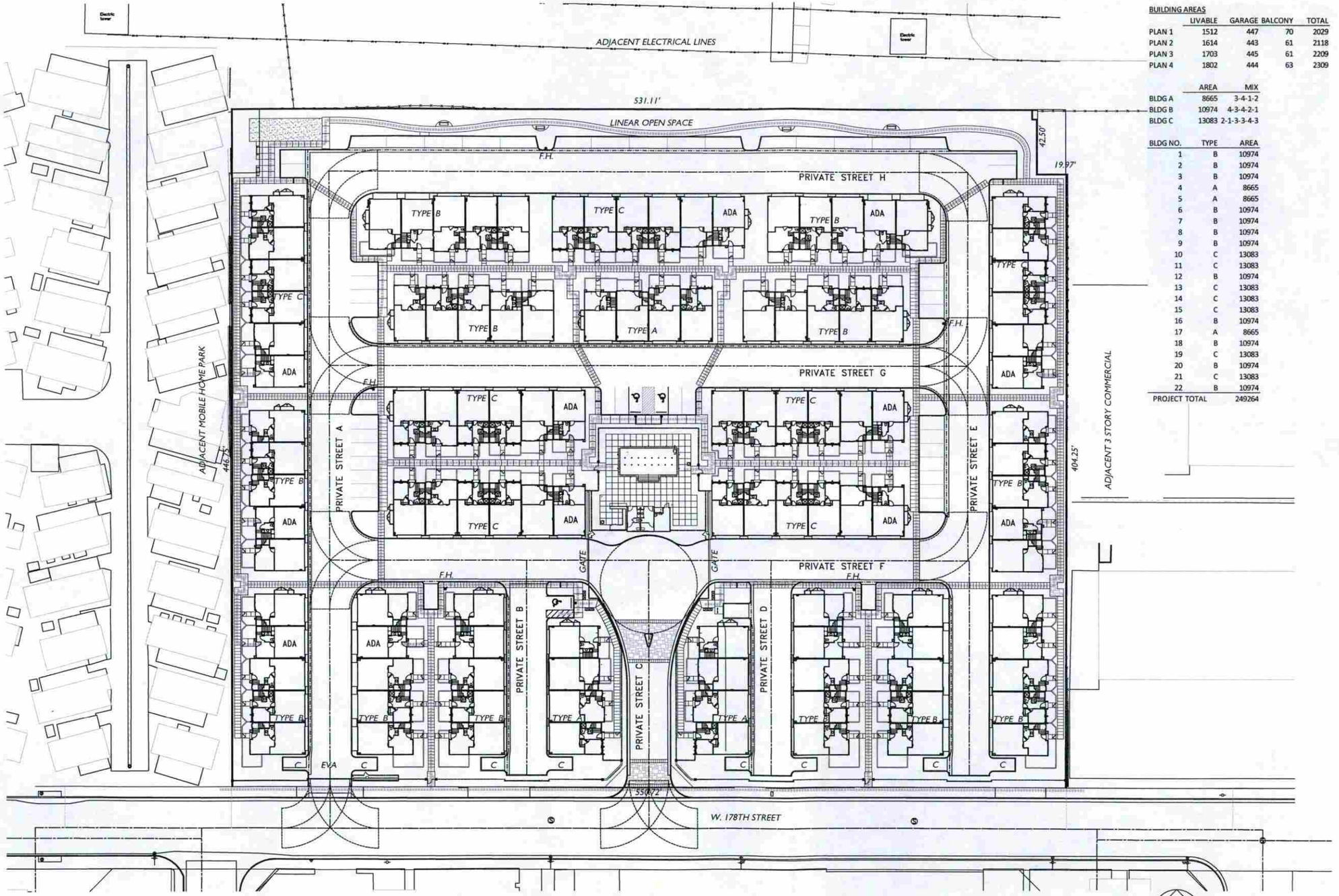
SHEET 4 OF 4

SCALE: AS SHOWN | DRAWN BY: CK | CHECKED BY: MO

CITY OF GARDENA

PLAN SET: 2ND
DATE: 3/27/19

Exhibit B – Site Plan dated Aug. 29, 2019 (full set on file)



BUILDING AREAS

	LIVABLE	GARAGE	BALCONY	TOTAL
PLAN 1	1512	447	70	2029
PLAN 2	1614	443	61	2118
PLAN 3	1703	445	61	2209
PLAN 4	1802	444	63	2309

	AREA	MIX
BLDG A	8665	3-4-1-2
BLDG B	10974	4-3-4-2-1
BLDG C	13083	2-1-3-3-4-3

BLDG NO.	TYPE	AREA
1	B	10974
2	B	10974
3	B	10974
4	A	8665
5	A	8665
6	B	10974
7	B	10974
8	B	10974
9	B	10974
10	C	13083
11	C	13083
12	B	10974
13	C	13083
14	C	13083
15	C	13083
16	B	10974
17	A	8665
18	B	10974
19	C	13083
20	B	10974
21	C	13083
22	B	10974
PROJECT TOTAL		249264

PROJECT SUMMARY

R-4 ZONE
5.63 ACRES
114 TOTAL DWELLING UNITS
20.24 DU/ACRE
3 STORY - R3/U OCCUPANCY
TYPE VB ROW TOWNS

PARKING SUMMARY

2 CAR ATTACHED GARAGES = 228 STALLS
GUEST PARKING = 59 STALLS
TOTAL PARKING PROVIDED = 287 STALLS
2.52 STALLS/UNIT PROVIDED
2.50 STALLS/UNIT REQUIRED

BUILDING HEIGHT

FASCIA ABV. FIN. GRADE = 30'-4"
OVERALL HT. TO RIDGE = 40'=0"

PLAN SUMMARY (GROSS)

22	PL 1 @	1,512 SF (2 BD+DEN)
22	PL 2 @	1,614 SF (3 BD+DEN)
36	PL 3 @	1,703 SF (3 BD)
34	PL 4 @	1,802 SF (3 BD+DEN OPT. 4 BD)

BUILDING SUMMARY

TYPE	QTY	PLAN MIX
BLDG A	3	2-1-4-3
BLDG B	12	1-2-4-3-4
BLDG C	7	2-1-3-3-4-3

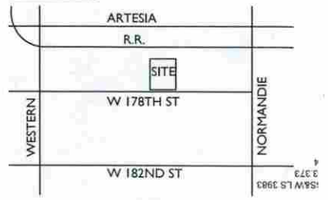
OPEN SPACE SUMMARY

COMMON OPEN SPACE @ GRADE = 48,579 S.F.
(10' X 15' MIN. DIM.)
PRIVATE PATIOS @ GRADE = 15,937 S.F.
(123 S.F. AVERAGE)
PRIVATE BALCONIES = 7,220 S.F.
(60 S.F. MIN.)
OPEN SPACE/UNIT PROVIDED = 71,736 S.F.
629 S.F./UNIT PROVIDED
600 S.F./UNIT REQUIRED

ADA PATH OF TRAVEL

F.H. FIRE HYDRANT

VICINITY MAP



GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

SITE PLAN

MELIA HOMES
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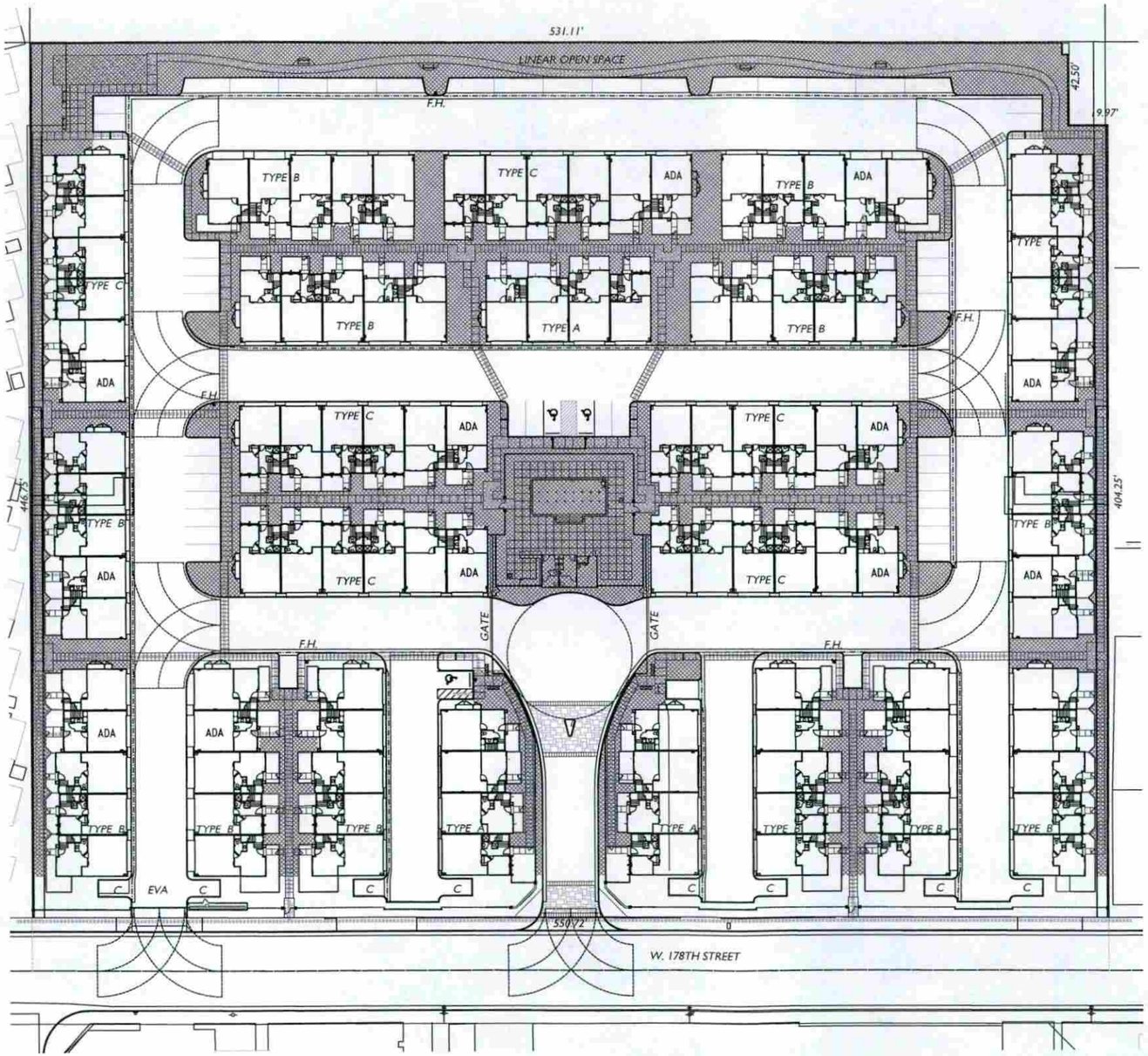
(949) 759-4367

Scale 0 30 60 90

AUG 29, 2019

SUMMA ARCHITECTURE
5256 S. MISSION ROAD STE. 404
BONSALL, CA. 92003
760.724.1198

SP



SITE AREA SUMMARY

TOTAL SITE AREA	245,264 S.F.
BUILDING FOOTPRINTS	84,648 S.F.
DRIVES/GUEST PARKING	81,368 S.F.
LANDSCAPE AREA	79,248 S.F.

OPEN SPACE SUMMARY

	REQUIRED	PROVIDED
COMMON OPEN SPACE = (1/3 MIN. OF TOTAL OPEN)	22,800 S.F.	48,579 S.F.
PRIVATE BALCONIES (60 SF MIN)		7,220 S.F.
PRIVATE PATIOS @ GRADE		15,937 S.F.
TOTAL PRIVATE OPEN SPACE (25% MIN. PRIVATE)	17,100 S.F.	23,157 S.F.
TOTAL OPEN SPACE = (600 SF X 114 UNITS)	68,400 S.F.	71,736 S.F.
REMAINING LANDSCAPED AREAS		7,512 S.F.

COMMON OPEN SPACE AREAS INCLUDED IN CALCLUATION

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

NORTH

SITE AREA/OPEN SPACE EXHIBIT

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Scale
AUG 29, 2019

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BONSALL, CA. 92003
760.724.1198

SP

BUILDING C - 6 PLEX

BUILDING A - 4 PLEX

BUILDING B - 5 PLEX

VIEW FROM 178TH STREET

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

PERSPECTIVES

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5256 S. MISSION ROAD STE. 404
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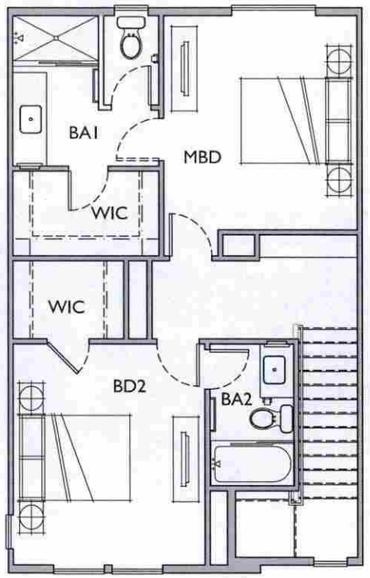
A-1



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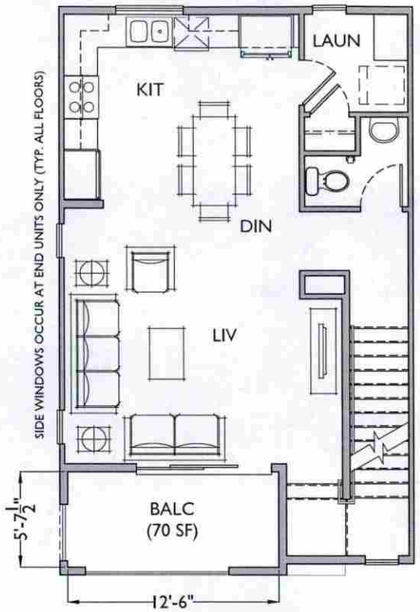

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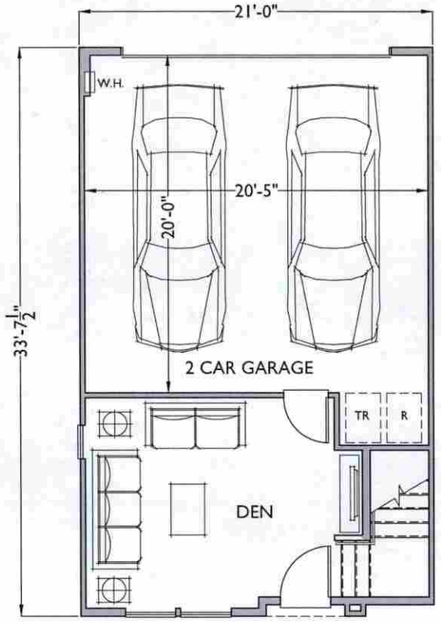

1ST FLR

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

PLAN 1 - 1,512 S.F.

MELIA HOMES
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Scale 0 4 8 12

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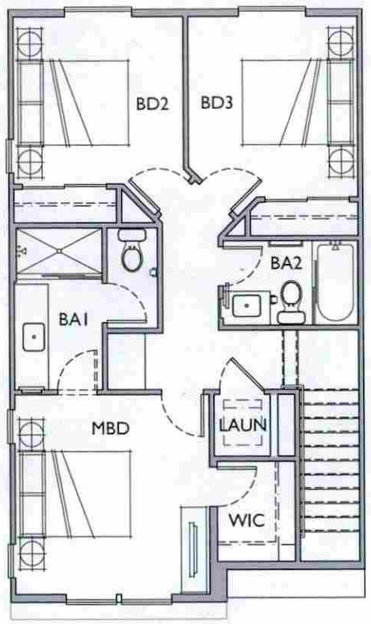
5256 S. MISSION ROAD STE. 404
BONSALL, CA. 92003
760.724.1198

A-2



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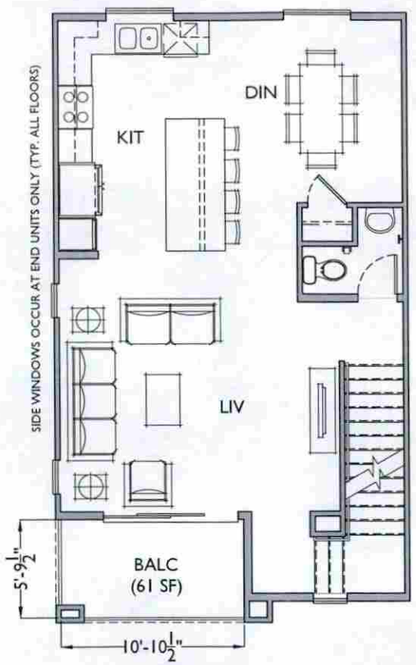

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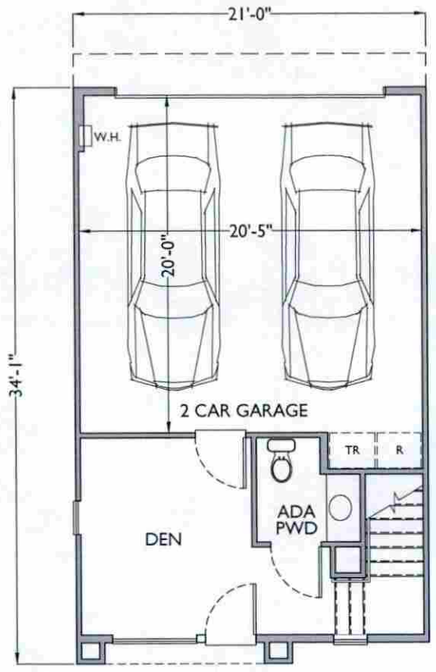

1ST FLR

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

PLAN 2 - 1,614 S.F.

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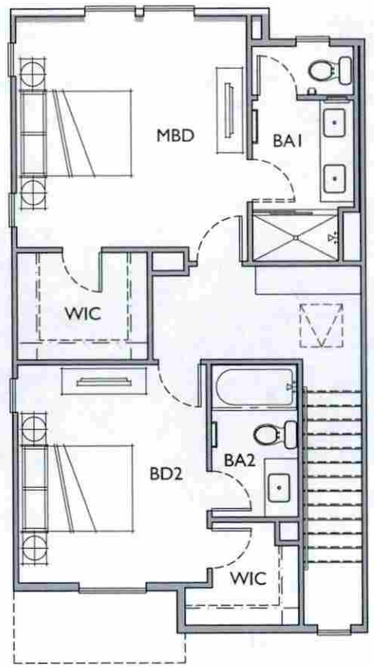
AUG 29, 2019

SUMMA ARCHITECTURE
5256 S. MISSION ROAD STE. 404
BONSALL, CA. 92003
760.724.1198

A-3



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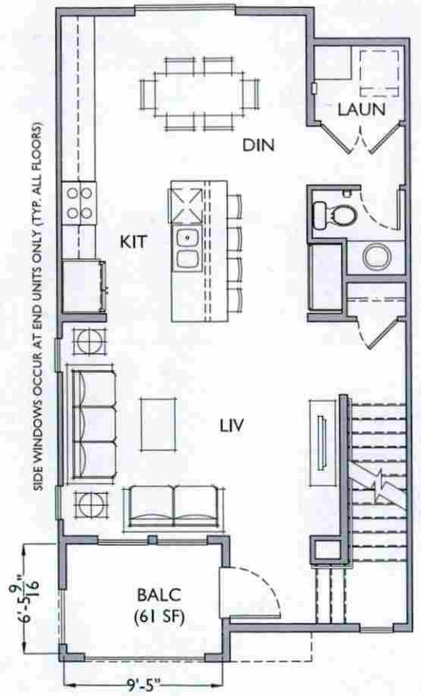

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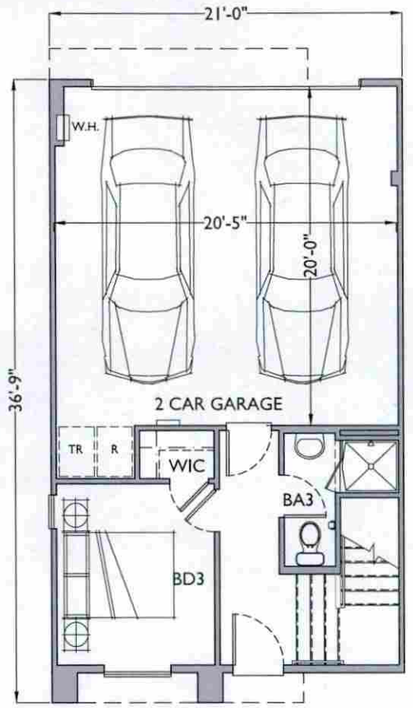

1ST FLR

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

PLAN 3 - 1,703 S.F.

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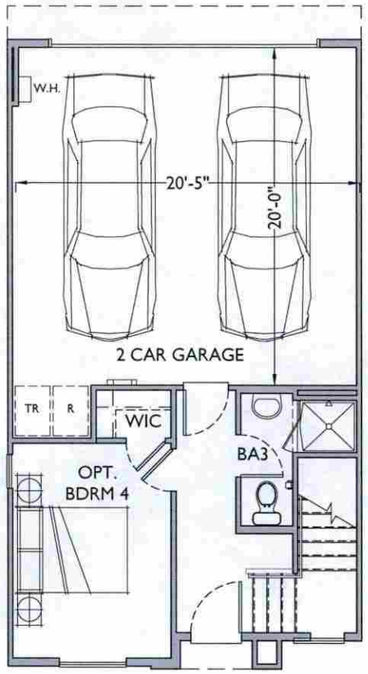
Scale 0 4 8 12

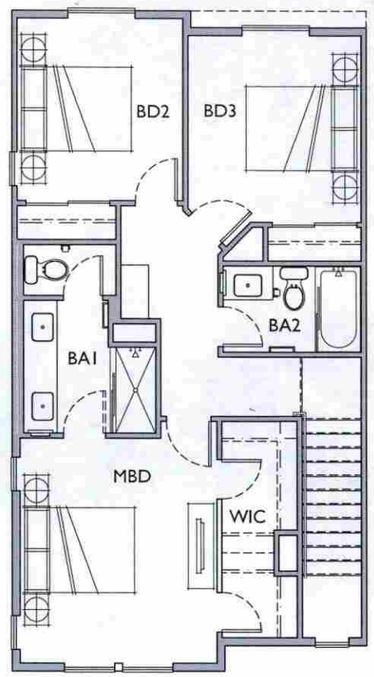
AUG 29, 2019

SUMMA ARCHITECTURE
5256 S. MISSION ROAD STE. 404
BONSALL, CA. 92003
760.724.1198

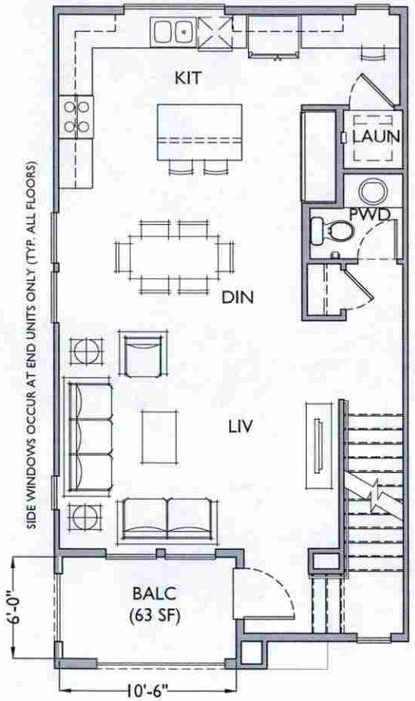
A-4



OPTIONAL 1ST FLR



3RD FLR



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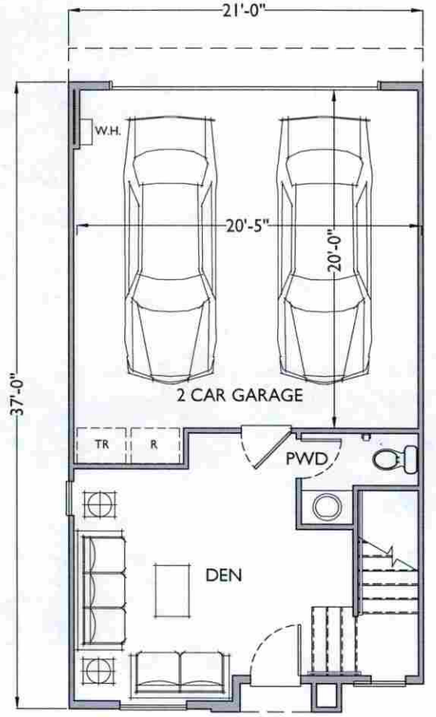

1ST FLR

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

PLAN 4 - 1,802 S.F.

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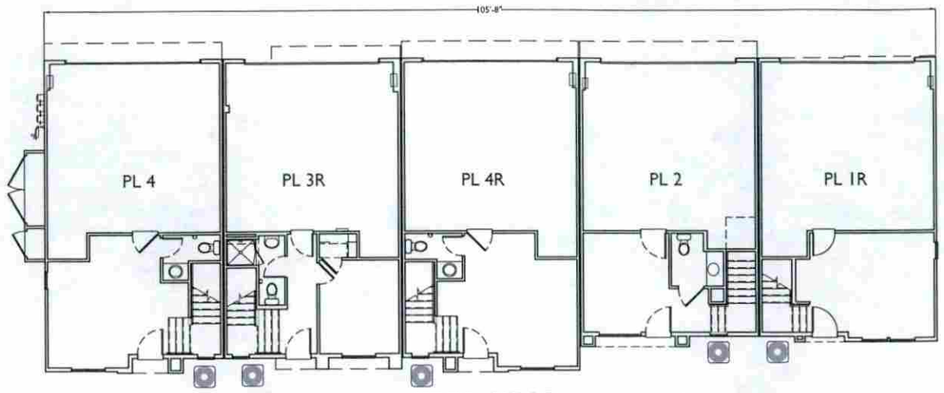

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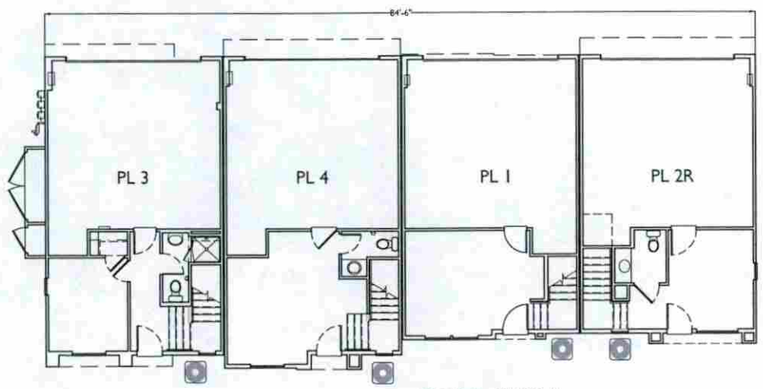

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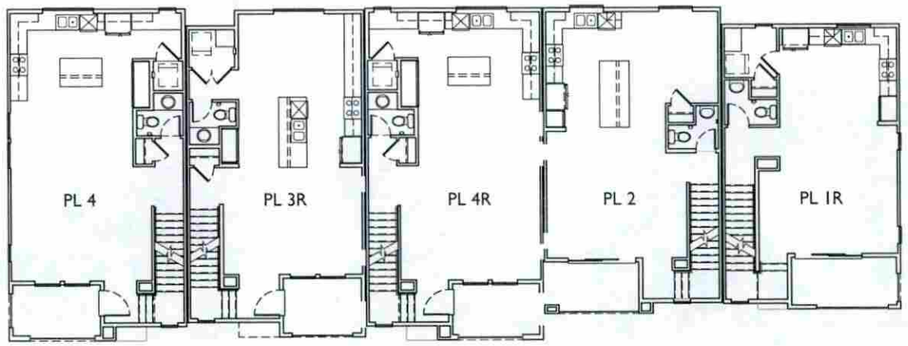

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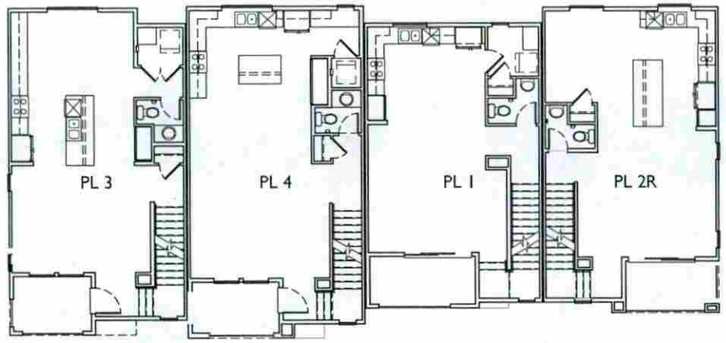

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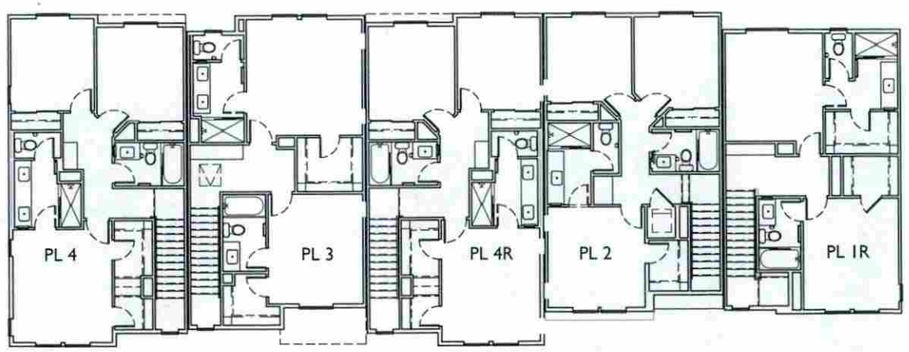

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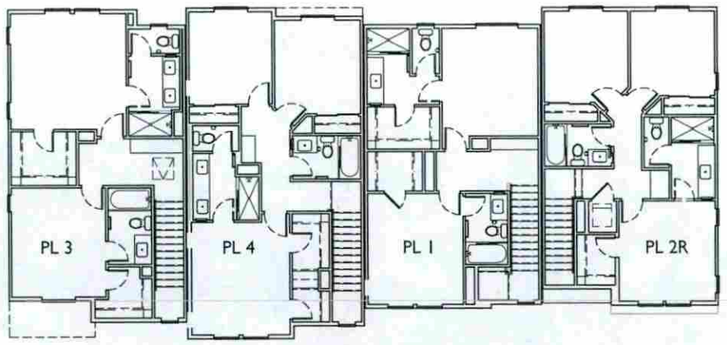

3RD FLR - BLDG A

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1515 W. 178TH STREET - ROW TOWNHOMES

BLDG A & B

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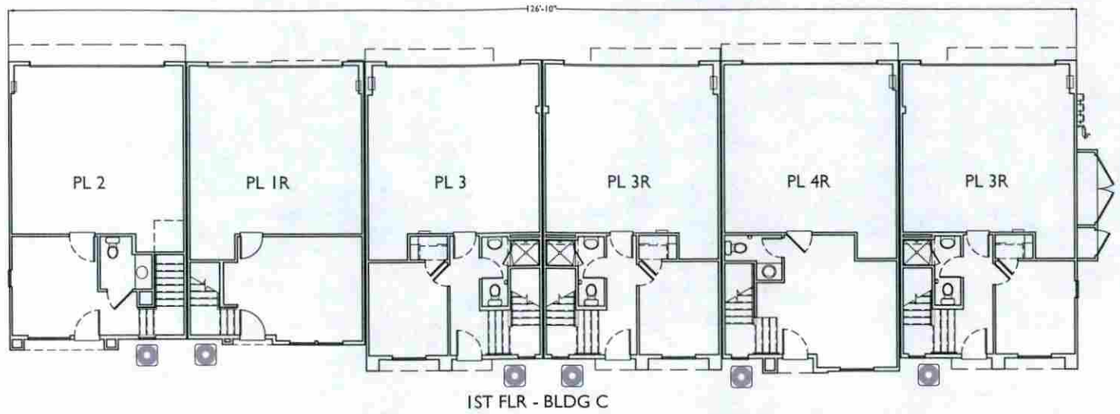

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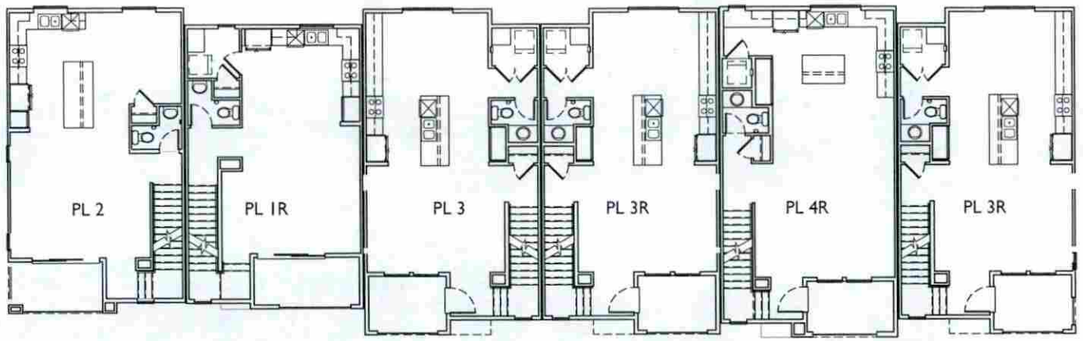

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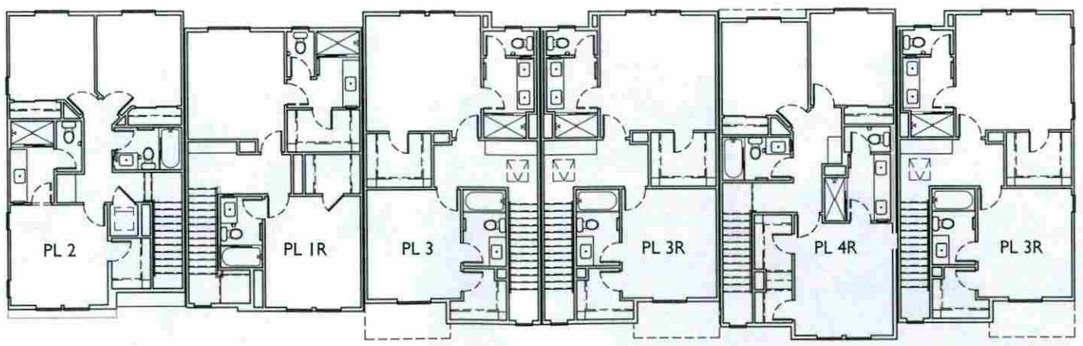

3RD FLR - BLDG C

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1515 W. 178TH STREET - ROW TOWNHOMES

BLDG C

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A-7

178TH STREET ELEVATION

LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITE SHINGLE ROOFING
2. FASCIA - 2x6 RESAWN WOOD
3. WALL - EXTERIOR LIGHT DASH FINISH STUCCO
4. RAILING - VERTICAL METAL
5. VINYL WINDOW W/ STUCCO O/ E.P.S. TRIM
6. DECORATIVE BRACE
7. STUCCO REGLET
8. DECORATIVE LIGHT FIXTURE
9. STUCCO EYEBROW OVERHANG
10. DECORATIVE METAL GRILLE
11. UTILITY CLOSET - SEE SITE PLAN FOR LOCATION

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

BLDG A ELEVATIONS

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A-8

178TH STREET ELEVATION

LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITE SHINGLE ROOFING
2. FASCIA - 2x6 RESAWN WOOD
3. WALL - EXTERIOR LIGHT DASH FINISH STUCCO
4. RAILING - VERTICAL METAL
5. VINYL WINDOW W/ STUCCO O/ E.P.S. TRIM
6. DECORATIVE BRACE
7. STUCCO REGLET
8. DECORATIVE LIGHT FIXTURE
9. STUCCO EYEBROW OVERHANG
10. DECORATIVE METAL GRILLE
11. UTILITY CLOSET - SEE SITE PLAN FOR LOCATION

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

BLDG B ELEVATIONS

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A-9

LEFT ELEVATION

FRONT ELEVATION

RIGHT ELEVATION

REAR ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITE SHINGLE ROOFING
2. FASCIA - 2x6 RESAWN WOOD
3. WALL - EXTERIOR LIGHT DASH FINISH STUCCO
4. RAILING - VERTICAL METAL
5. VINYL WINDOW W/ STUCCO O/ E.P.S. TRIM
6. DECORATIVE BRACE
7. STUCCO REGLET
8. DECORATIVE LIGHT FIXTURE
9. STUCCO EYEBROW OVERHANG
10. DECORATIVE METAL GRILLE
11. UTILITY CLOSET - SEE SITE PLAN FOR LOCATION

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1515 W. 178TH STREET - ROW TOWNHOMES

BLDG C ELEVATIONS

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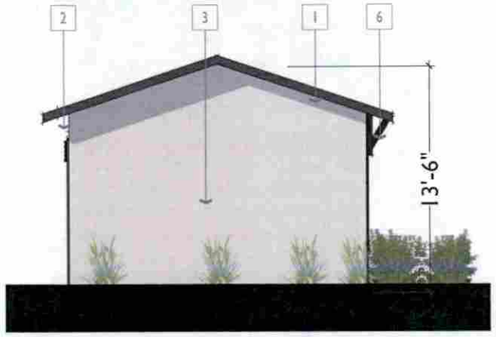
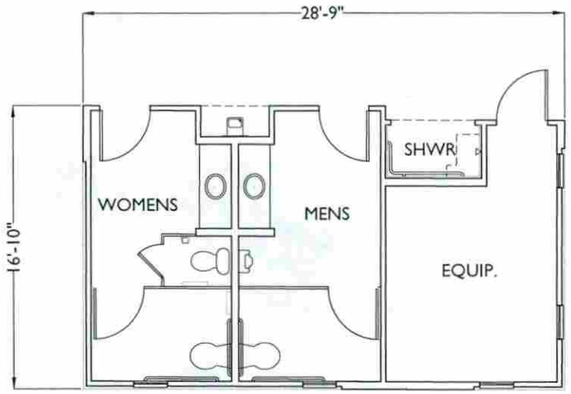
A-10

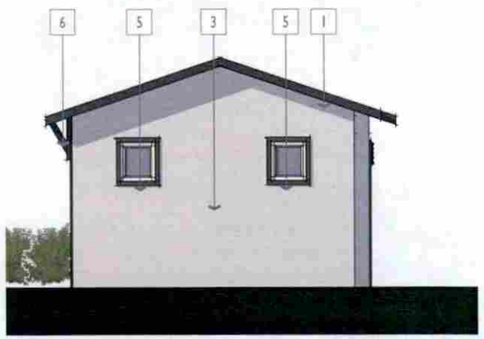


WEST ELEVATION

SOUTH ELEVATION



FLOOR PLAN



EAST ELEVATION

NORTH ELEVATION

MATERIAL SCHEDULE

1. ROOF - COMPOSITE SHINGLE ROOFING
2. FASCIA - 2x6 RESAWN WOOD
3. WALL - EXTERIOR LIGHT DASH FINISH STUCCO
4. RAILING - VERTICAL METAL
5. VINYL WINDOW W/ STUCCO O/ E.P.S. TRIM
6. DECORATIVE BRACE
7. STUCCO REGLET
8. DECORATIVE LIGHT FIXTURE
9. STUCCO EYEBROW OVERHANG
10. DECORATIVE METAL GRILLE
11. UTILITY CLOSET - SEE SITE PLAN FOR LOCATION

GARDENA, CA

1515 W. 178TH STREET - ROW TOWNHOMES

POOL BUILDING

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A-11

Exhibit C – Landscape Plans dated May 17, 2019

LEGEND

1. Central community recreation club with swimming pool, built-in BBQ entertainment counter, shade structure & various site furnishings and colored concrete deck.
2. Community pocket park with benches & lawn area for smaller group gatherings, passive play, corn hole gaming, etc.
3. Natural area with DG trail along north property for community dog walking & resident circuit / passive walking for exercise.
4. Visitor bike rack (for 2 bike parking stalls).
5. Bench seating, style to complement architecture.
6. Dog-bag station (black color).
7. Four community cluster mailboxes, final quantities & locations per USPS review & approval.
8. Enhanced paving at main project entry.
9. Visitor kiosk / pilaster (with telephone keypad).
10. Main entry vehicular metal sliding gates, designed to meet local Fire Dept. standards including knox box.
11. EVA metal slide gate with Fire Dept. knox box.
12. Proposed wall, pilaster, gate or fence, per Wall & Fence Plan.
13. Proposed tree, per Planting Plan.
14. 6' wide walkway when adjacent to head-in parking stalls; in natural colored concrete, with light broom finish & narrow tooled joints.
15. 4' wide community sidewalk, in natural colored concrete, with light broom finish & narrow tooled joints.
16. 3' wide unit entry natural colored concrete walk (4' wide at ADA units), in natural colored concrete, with light broom finish & narrow tooled joints.
17. Accessible parking stall & striping, per Civil plans.
18. Guest parking stall & drive lane, per Civil plans.
19. Natural colored concrete driveway, with light broom finish & tooled joints.
20. Private patio / yard area, homeowner maintained.
21. Common area landscape, builder installed & HOA maintained.
22. Property line / R.O.W, per Civil plans.
23. Filtration device, per Civil plans.
24. Public street curb & street sidewalk, per Civil plans.
25. Transformer to be screened with landscape, quantity & final locations T.B.D.
26. 4' wide crosswalk, in colored concrete, with light broom finish.

*Conceptual images (provided herein are all subject to change)

Schematic Landscape Plan

Melia Homes

3rd City Submittal | Project No.: MH02-D
Date: May 17, 2019

L-1

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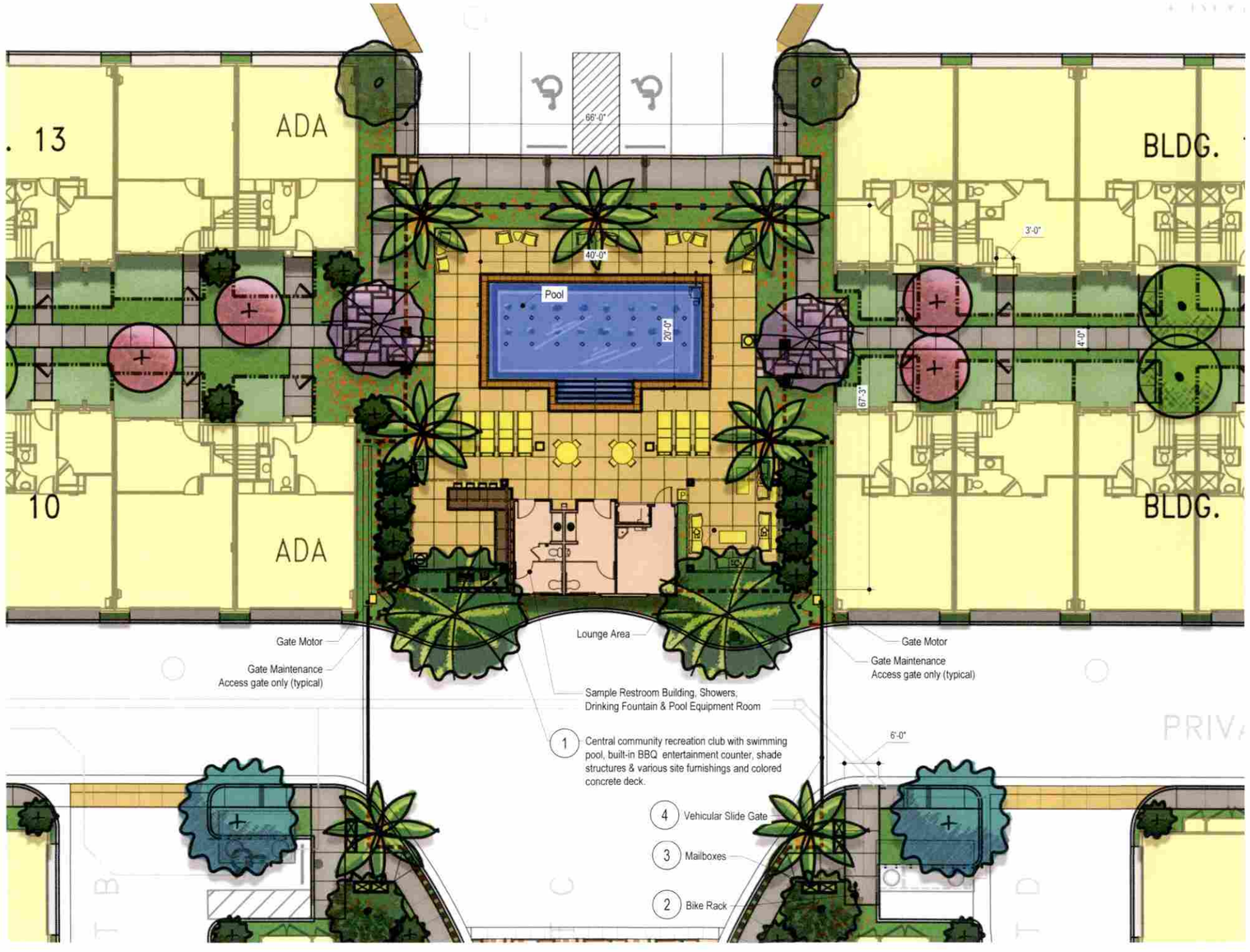

Plan View - Rec. Enlargement
Scale: 1" = 10'

0 5' 10' 20'
Scale: 1" = 10'

Melia Homes

Schematic Rec-Area Enlargement Plan

3rd City Submittal | Project No.: MH02-D
Date: May 17, 2019

L-2

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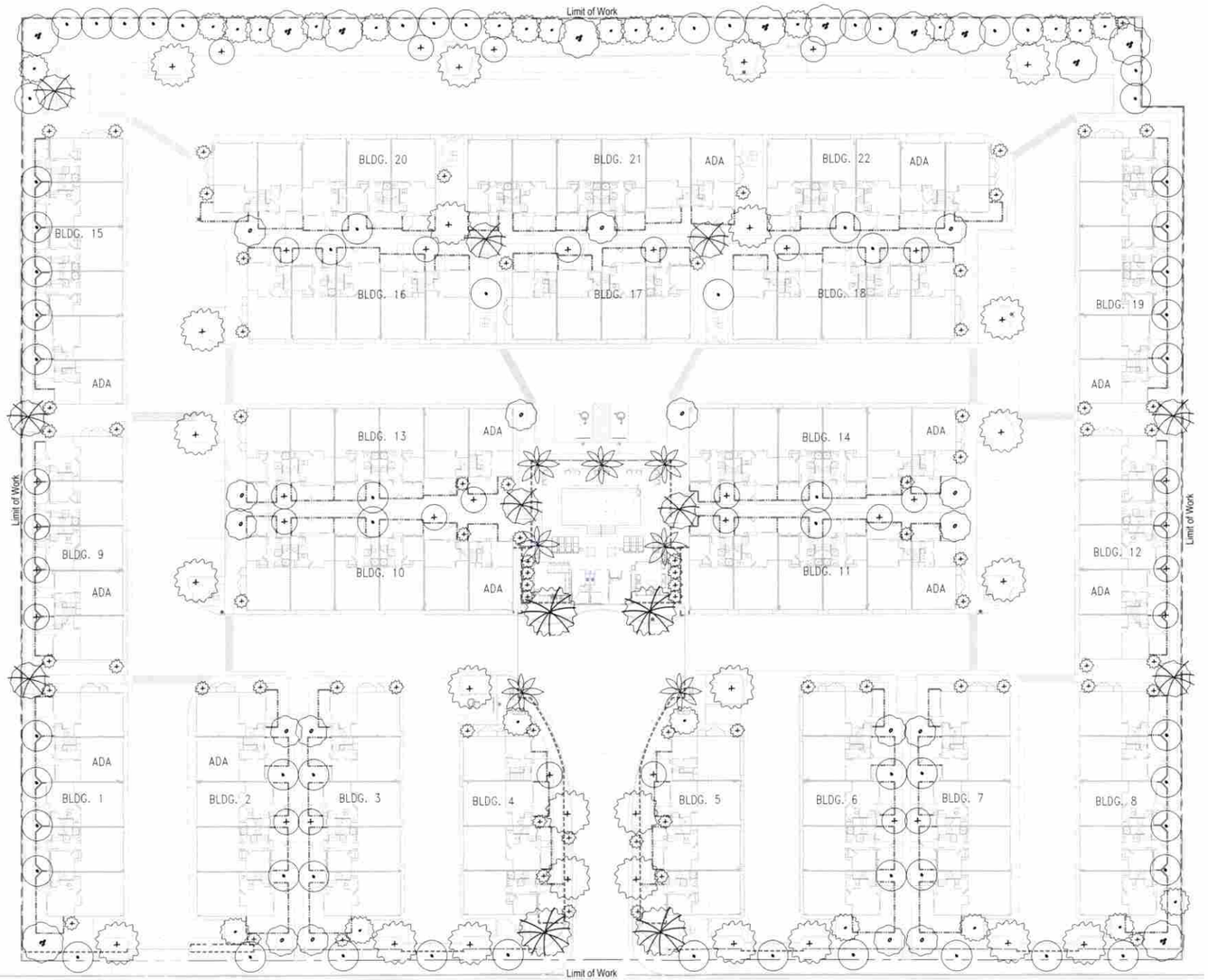
Landscape Architecture

SHRUBS and GROUND COVER

Anigozanthos	Kangaroo Paw
Agave sp.	Agave
Aloe sp.	Aloe
Bougainvillea sp.	Bougainvillea
Buxus microphylla 'Faulkner'	Faulkner Boxwood
Buxus m. japonica 'Green Beauty'	Japanese Boxwood
Callistemon citrinus 'Little John'	Dwarf Bottlebrush
Carex tumulicola	Berkeley Sedge
Carissa m. 'Green Carpet'	Dwarf Natal Plum
Chamaerops humilis	Mediterranean Fan Palm
Cordyline 'Pink Passion'	Pink Passion Dracaena Palm
Dasylirion longissimum	Mexican Grass Tree
Delosperma cooperi	Trailing Ice Plant
Dymondia margaretae	Silver Carpet
Feijoa sellowiana	Pinapple Guava
Iris sp.	Iris
Lantana sp.	Lantana
Ligustrum japonicum "Texanum"	Japanese Privet
Salvia sp.	Sage
Nassella pulchra	Purple Needlegrass
Muhlenbergia lindheimeri	Lindheimer Muhly
Muhlenbergia rigens	Deer Grass
Rhaphiolepis indica 'Clara"	India Hawthorn
Rosmarinus p. 'Huntington Carpet'	Groundcover Rosemary
Westringia sp.	Westringia
Xylosma congestum 'Compact'	Compact Xylosma
Yucca gloriosa 'Variegata'	Spanish Dagger

VINES & ESPALIERS

Antigonon leptopus	Coral Vine
Bougainvillea 'Monka' (Oo-La-La® Bougainvillea)	Bougainvillea
Macfadyena unguis-cati	Cat's Claw Vine
Pandorea jasminoides 'Lady Di'	White Bower Vine
Trachelospermum jasminoides	Star Jasmine



PLANTING LEGEND

Symbol	Type/Form	Suggestions	Trunk	Size	Wucols (R3)	Qty.
		Botanical Name (Common Name)				
	PALMS					
	Vertical	Phoenix dactylifera (Date Palm) Syagrus romanzoffiana (Queen Palm)	Single	10' BT	Low	7
	TREES					
	Specimen	Olive sp. (Field Grown Olive, B&B)	Multi	10'x10' Canopy	Low	4
	Focal	Magnolia g. 'Little Gem' (L. Gem Magnolia)	Single	36" Box	Medium	9
	Canopy Deciduous	Platanus racemosa (California Sycamore)	Single	24" Box	Medium	12
	Street	Tristania conferta (Brisbane Box)	Single	24" Box	Medium	25
	Evergreen Flowering	Arbutus unedo (Strawberry Tree)	Multi	24" Box	Low	17
	Deciduous Flowering	Lagerstroemia i.x f. 'Natchez' (Crape Myrtle)	Single	15 Gal	Medium	32
	Vertical Buffer	Melaleuca quinquenervia (Paperbark Melaleuca)	Multi	15 Gal	Medium	25
	Medium Evergreen	Geijera parvilflora (Australian Willow) Rhus lancea (African Sumac)	Single	15 Gal	Low	64
	Columnar	Cupressus sempervirens (Italian Cypress) Podocarpus macrophyllus (Yew Pine)	Single	15 Gal	Low Medium	75

TOTAL = 270

NOTES:

1. Irrigation (including spray and/or drip) will be provided, in the Construction Document phase, and to be installed per local California water regulations (AB1881) .
2. Vehicular Gates to be installed per local Fire Codes & Regulations.
3. Transformers, back-flow preventers & other above-ground utilities to be screened with landscape as permitted per local codes & regulations.
4. Landscape lighting (landscape up-lights, path lights/bollards, etc.) to be coordinated with Electrical Engineer in future phase.
5. The plant palette listed provides a list of plant material to select from when preparing final landscape construction documents for this project. However, substitutions may be required due to availability, soils tests, or other conditions.
6. All trees within 5' of hardscape to be installed with deep root barriers.

0 15' 30' 60'
Scale: 1" = 30'-0"

Schematic Planting Plan

Melia Homes

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Date: May 17, 2019

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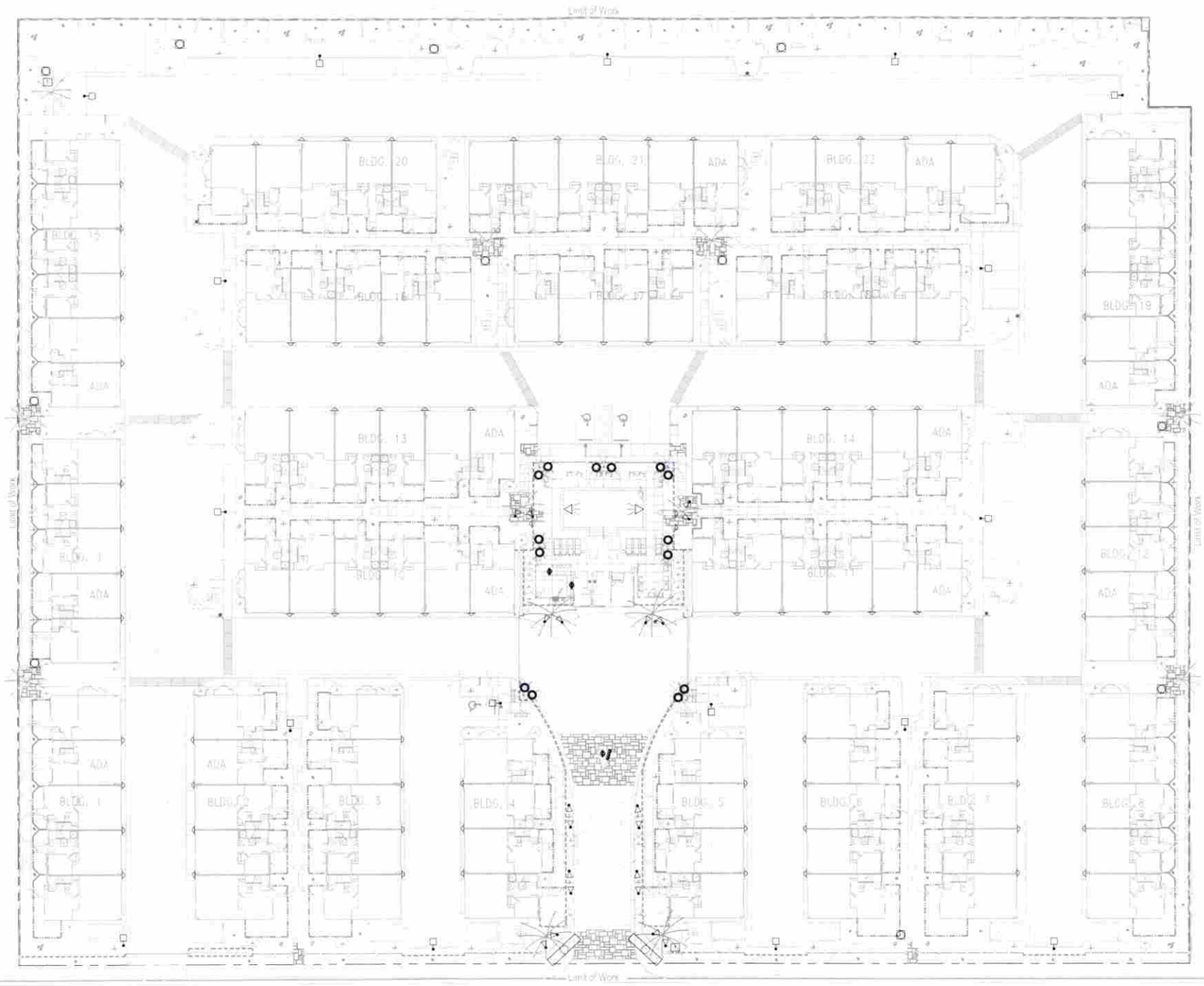
▪□	Light Pole-ELE-STR DBL-OA-PT by Spectralighting.com	17

⌓	Wall Sconce-Dome small straight #02-021 by Spectralighting.com	96

◯	Bollard-3901_Louver-DALS Lighting	11

▿	Tree uplight, Staked - Kichler model VLO Order #1601 9AZT27 (35 Flood)	20

▬	Strip light, 6 LED - Kichler model #15746AZT27	1



W. 178TH. STREET

O	In-ground Flush Mounted - Kichler model #16034BBR27	14

▭	VLO 12V LED Flood Variable Lumen AZT #16022AZT27	2

⊡	Low-voltage transformer - Kichler model #15PR75 AZT	2

0 15' 30' 60'

Scale: 1" = 30'-0"

LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	Material	Finish	Electrical	Lamp	Watts	Color Temp	Lens	Optics/Glare	Mounting	Options
▪□	Light Pole-ELE-STR DBL-OA-PT by Spectralighting.com	17	Cast Aluminum	DBZ (Dark Bronze)	120V	Per Elec. Eng.	Per Manuf.	Per Elec. Eng.	Clear	Per Elec. Eng.	Pole	
◯	Bollard-3901_Louver-DALS Lighting	11	Cast aluminum	Textured Architectural Bronze	12V	Per Elec. Eng.	Per Manuf.	Per Elec. Eng.	Clear		Surface, with footing	Final location by Elec. Eng. Footing specs per Manufacturer.
▿	Tree uplight, Staked - Kichler model VLO Order #16019AZT27 (35 Flood)	20	Cast aluminum	Textured Architectural Bronze	9V-15V	LED	5.25 W-12W	2700K Warm White	35 degree beam spread	T.I.R. lens Optics	Staked	
O	In-ground Flush Mounted - Kichler model #16034BBR27	14	Brass	Bronzed Brass	12V	LED	6.5	2700K Warm White	35 degree beam spread		In-Ground / Flush	35 Degree FL Well
▬	Strip light, 6 LED - Kichler model #15746AZT27	1			12V	LED	1.4	2700K Warm White	55 degree beam spread	Radiax Optic	Stainless steel masonry bracket & mounting screws	
⌓	Wall Sconce-Dome small straight #02-021 by Spectralighting.com	96	Aluminum/Steel	DBZ (Dark Bronze)	120V	Per Elec. Eng.	Per Elec. Eng.	Per Elec. Eng.	Frosted Seedy glass		Wall	
◁–	Pool/Spa underwater Light	2	Cast Aluminum	Textured Architectural Bronze	120V	Per Elec. Eng.	Per Elec. Eng.	Per Elec. Eng.	Per Elec. Eng.	Per Elec. Eng.	Wall	Location per Electrical Engineer`s dwgs.
⊡	Low-voltage transformer - Kichler model #15PR75 AZT	2	Cast Aluminum	Textured Architectural Bronze			75				Wall	
▯	Exterior Electrical GFI Outlet	3	Cast Aluminum	Textured Architectural Bronze	120V						Wall	
▭	VLO 12V LED Flood Variable Lumen AZT #16022AZT27	2	Brass	Textured Architectural Bronze	12V	LED					Surface	

Schematic Lighting Plan

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Date: May 17, 2019

L-5

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