CITY OF GARDENA

PLANNING & ENVIRONMENTAL QUALITY COMMISSION

Meeting Agenda

Council Chamber at City Hall
1700 W. 162nd Street, Gardena, California
Website: www.cityofgardena.org

AGENDA

Tuesday, June 2, 2020

7:00 P.M.

In order to minimize the spread of the COVID 19 virus Governor Newsom has issued Executive Orders that temporarily suspend requirements of the Brown Act. Please be advised that the Council Chambers are closed to the public and that all the Gardena Planning and Environmental Quality Commissioners may attend this meeting telephonically.

1. This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic. The live stream of the meeting may be viewed on the ZOOM app. Details on how to access this live stream can be found on the City's website at https://www.cityofgardena.org/agendas-planning-environmental-commission/.

2. Observers may view the meeting by downloading the ZOOM app and clicking onto the following link:
   https://us02web.zoom.us/j/83706349734

3. You may also dial in using your phone:
   United States: +1 (669) 900 9128
   Webinar ID: 837 0634 9734

4. We strongly encourage that if you wish to make a comment on a specific agenda item, to please submit your comment via email to aacuna@cityofgardena.org prior to the meeting. Comments will be accepted via email up until 7:00pm on Tuesday, June 1, 2020.

5. If you wish to make a comment on a specific agenda item during the meeting, you may submit your comment through the Zoom App by typing your comments/questions into the "Question & Answer" feature. Please try to limit to 200 words or less. Comments made during the meeting will be read into the record.

6. If you wish to speak live during the meeting you may use the "Raise your Hand" feature on the Zoom App during the item you wish to speak on. You may also let staff know you wish to speak on a particular item through the Question and Answer feature throughout the meeting. Members of the public wishing to address the Planning Commission will be given three (3) minutes to speak

7. Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection on the City's website at https://www.cityofgardena.org/agendas-planning-environmental-commission/.

8. The City of Gardena, in complying with the Americans with Disabilities Act (ADA), requests individuals who require special accommodations to access, attend and/or participate in the City meeting due to disability, to please contact the Planning Division by phone (310) 217-9524 or email CDDPlanningandZoning@cityofgardena.org at least 6 hours prior to the scheduled special meeting to ensure assistance is provided.

   The City of Gardena thanks you in advance for taking all precautions to prevent spreading the COVID 19 virus.

PUBLIC COMMENT: The Planning and Environmental Quality Commission will hear from the public on any item on the agenda or any item of interest that is not on the agenda. However, the Commission cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda.

STANDARDS OF BEHAVIOR THAT PROMOTE CIVILITY AT ALL PUBLIC MEETINGS

- Treat everyone **courteously**;
- Listen to others **respectfully**;
- Exercise **self-control**;
- Give **open-minded** consideration to all viewpoints;
- Focus on the issues and **avoid personalizing debate**; and
- **Embrace respectful disagreement** and dissent as democratic rights, inherent components of an inclusive public process, and tools for forging sound decisions.

Thank you for your attendance and cooperation.

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1. Call meeting to order
2. Roll Call
3. Approval of Minutes – May 19, 2020
4. Oral Communications from the Public
5. **Site Plan Review #3-19; Tentative Parcel Map #2-19; Modification of Memorandum #10-05 approving Site Plan Review #6-05 for Target and Variance #1-05 for a reduction in parking on the Target Site**
   The applicant is requesting the following entitlements: Site Plan Review, Tentative Parcel Map,

and Modification to a Site Plan Review and Parking Variance. The Tentative Parcel Map will divide a 9.47 acre parcel into a 9.27 acre parcel for the Target store and a 0.84 acre parcel for a fast-food, drive-thru restaurant. Revisions to the previous Site Plan approval and Parking Variance are needed to reduce the Target parcel size and allow a reduction in parking spaces to 392 spaces in accordance with Section 18.54.040 of the Gardena Municipal Code relating to nonconforming off-street parking. A Site Plan approval is also required for the creation of a standalone 3,486 square foot fast-food restaurant with drive-thru and 501 square foot outdoor patio. There will be 40 parking spaces for the fast-food restaurant. The project is located in the General Commercial (C-3) zone, is consistent with Titles 17 and 18 of the Gardena Municipal Code and qualifies for a Categorical Exemption under Guidelines Section 15303 for New Construction Projects and 15061(b)(3) where it can be seen with certainty that there will not be any significant impact to the environment**.**
Project Location: 2169 West Redondo Beach Boulevard (APN: 4063-014-017)
Applicant: Kristen Roberts, Raising Cane's/Target Corporation

6. **General Plan Amendment #3-20/Adoption of Revised CEQA Policies and Procedures which Incorporate New Thresholds for Transportation Impacts**
   Consideration of PC Resolution No. 5-20 recommending that the City Council amend the Circulation Plan of the City's General Plan to reflect changes based on new requirements for Vehicle Miles Traveled instead of Level of Service and make other updates, adopt the revised CEQA policies and procedures which incorporate the new thresholds for transportation impacts related to vehicle miles traveled, and direct staff to file a notice of exemption.
   Project Location: Citywide
   Applicant: City of Gardena

7. Community Development Director's Report

8. Planning & Environmental Quality Commissioners' Reports

9. Adjournment

Dated this 28th day of May, 2020

/s/ RAYMOND BARRAGAN
Raymond Barragan, SECRETARY
Planning and Environmental Quality Commission

CITY OF GARDENA
PLANNING & ENVIRONMENTAL QUALITY COMMISSION
TUESDAY, MAY 19, 2020, MEETING
VIRTUAL MEETING VIA ZOOM
* * *

Called to order by Chair Jackson at 7:04 P.M.

ROLL CALL

Present:	Dale Pierce, Deryl Henderson, Stephen Langley, Steve Sherman, Brenda Jackson
Absent:	None
Also in Attendance:	Lisa Kranitz, Assistant City Attorney Raymond Barragan, Acting Community Development Director John F. Signo, Senior Planner Amanda Acuna, Planning Assistant

PLEDGE OF ALLEGIANCE

None.

APPROVAL OF MINUTES

A motion was made by Commissioner Henderson and seconded by Commissioner Langley to approve the minutes of the meeting on April 21, 2020. The minutes were approved 5-0-0.

Ayes:	Jackson, Henderson, Pierce, Langley, Sherman
Noes:	None
Absent:	None

ORAL COMMUNICATIONS FROM THE PUBLIC

Agenda Item #4

Assistant Planner Acuna addressed the Commission and public on procedures for conducting the online meeting since all participants were attending from a remote location. Instructions on how to comment and ask questions via the Zoom application was given. All written comments and questions will be read.

There were no oral communications from the public.

PUBLIC HEARING

Agenda Item #5
Site Plan Review #3-19; Tentative Parcel Map #2-19; Variance #1-05 (MOD)
A request to construct a new 3,486-square-foot fast-food restaurant with drive-thru in the General Commercial (C-3) zone, including Site Plan Review for development, Tentative Parcel Map to create separate parcels, and a modification to a previously approved parking variance.

Project Location: 2169 West Redondo Beach Boulevard (APN: 4063-014-017)

Applicant: Kristen Roberts, Raising Cane's/Target Corporation

Assistant Planner Acuna stated that the item would be re-noticed for the June 2, 2020 Planning Commission meeting.

Agenda Item #6
Site Plan Review #2-20; Tentative Tract Map #1-20
The Planning Commission considered a request for site plan review and tentative tract map approval for the construction of six new townhome units in the Medium Density Multiple-Family Residential (R-3) zone per Section 18.44.010.E and Chapter 17.08 of the Gardena Municipal Code, and direction to staff to file a Notice of Exemption.

Project Location: 1938 West 146th Street (APN: 4062-007-025)
Applicant: Javier Ordonez

Assistant Planner Acuna gave the presentation.

Commissioner Pierce asked to clarify the height.

Ms. Acuna confirmed the height would be 33 feet and 8 inches. Ms. Acuna stated there were written comments received from a neighbor, Kate Hong, and from YIMBY Law. Ms. Acuna stated there are conditions to address privacy, noise, and construction issues. Additionally, Ms. Acuna stated a phone call was received from a neighbor concerned with parking issues. Ms. Acuna stated the applicant had agreed to the added conditions to address the issues. Staff's recommendation is for approval of the project with the added conditions made during the presentation.

Commissioner Pierce asked the City Attorney if the CC&Rs expressly preclude homeowners from converting a garage to living area.

Assistant City Attorney stated she has not seen the draft CC&Rs, but the CC&Rs can prohibit homeowners from converting a garage. The applicant can address the question.

Commissioner Langley had concerns about the trash location inside the garage.

Ms. Acuna stated that the trash location was recommended inside the garage to address noise concerns to neighbors. She mentioned there is enough space inside the garage and there is also a separate storage room where trash containers can be located.

Commissioner Langley stated concerns about parking and asked if there was only parking on one side of the street.

Ms. Acuna confirmed there is only parking on one side. The street plans show the street to be wider. There are existing areas along the street which are wider. There is a requirement for the subject property to dedicate two feet, but widening is for property to the north side of 164th Street.

Commissioner Henderson stated his question had been answered and has no further questions.

Commissioner Sherman had no further questions.

Chair Jackson opened the public hearing and welcomed the applicant to speak.

Javier Ordonez, the applicant, had nothing further to state. He mentioned he had a translator.

Maria Barragan stated she has assisted Mr. Ordonez in many projects. He has developed many beautiful projects and this project would make a big difference on that street. The kind of construction that Mr. Ordonez brings in is quality and will add more beauty to that street.

Commissioners Pierce, Sherman, Langley, and Henderson had no questions for the applicant.

Chair Jackson asked about the price points for selling the condos.

Ms. Barragan, translating for Mr. Ordonez, stated the price would be between $500,000 and $600,000 depending on where the market is at that time.

Senior Planner Signo asked if the applicant agreed with the conditions.

Ms. Barragan stated the applicant is comfortable and understands all the conditions.

Ms. Acuna restated instructions for speakers to participate.

Tolei Fatafehi stated she lives west of the property and has lived there since childhood. She is concerned with the development and her property lies near the backyard of the subject property. Her mother and her own the apartment building. Her neighbors have to park down the street or on another block due to parking issues. There is already a large amount of population in the area. It is more of an inconvenience to the neighbors.

Kate Hong, neighbor, stated she sent an email and agrees with the previous speaker. Parking is extremely impacted. Her house is directly adjacent to the property in question. They cannot park in front of their house. Sometimes they have to park outside of their block. If you consider the amount of residents coming in that's about six to 12 cars coming in. The way the property is being built she will be able to hear everything. It will compromise their ability to open windows because of noise. Her father has a hearing issue and noise will worsen his condition. The project is not a good idea for them and others in the neighborhood.

Chair Jackson asked if there is anyone else who would like to speak. After hearing none the public hearing was closed.

Assistant Attorney Kranitz stated staff can address questions. She mentioned the YIMBY letter stated a project cannot be denied if it meets all the standards of the municipal code. This project meets all requirements so there is no choice but to approve.

Chair Jackson reopened the public hearing due to another comment.

Ms. Acuna read comments asking about what would be done during construction to address rodents and if the six to seven-foot wall would be paid by the builder. Ms. Acuna stated the applicant will be responsible to pull permits and pay for the block wall in addition to the other conditions added. In regards to rodents, that issue can be addressed by contacting Code Enforcement.

Chair Jackson gave an opportunity for additional comments. After hearing none closed the public hearing.

MOTION: It was moved by Commissioner Pierce and seconded by Commissioner Henderson to adopt Resolution No. PC 4-20 approving Site Plan Review #2-20 and

Tentative Tract Map #1-20, subject to the attached conditions of approval, and directing staff to file a Notice of Exemption.

The motion passed by the following roll call vote:

Ayes: Pierce, Henderson, Langley, Sherman, Jackson
Noes: None
Absent: None

Ms. Kranitz explained there is a 10-day appeal period in case anyone is aggrieved by the decision.

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

Acting Community Development Director Raymond Barragan indicated we are still processing applications and staff is still issuing building permits and completing projects. Staff has done an amazing job at providing a level of service that is consistent. He commended Ms. Acuna for presenting the project and work on the Zoom platform, as well as with City Council meetings on their Zoom meetings.

Ms. Kranitz indicated the next meeting on June 2 will have an item on traffic impacts. There is a lengthy report that will be sent out early to give opportunity for commissioners to review. The item deals with going from level of service to vehicle miles traveled.

PLANNING AND ENVIRONMENTAL QUALITY COMMISSION REPORTS

Commissioner Langley asked if a home inspection is allowed when occupants live in the house.

Mr. Barragan indicated staff is considering equipment that allows for remote inspections. Right now, there is limited interior inspections. If occupants are in the house it becomes difficult.

Commissioner Langley stated concerns with issues discussed in the YIMBY letter.

Commissioner Pierce gave good wishes to staff, commissioners, and the assistant city attorney to stay safe during this time.

Commissioner Henderson had no report but asked that everyone stay safe.

Vice Chair Sherman agreed with concerns on 146th Street because of new houses.

Chair Jackson stated she also had concerns with the YIMBY letter.

Ms. Kranitz stated there are housing groups that send these letters when a city has a housing project.

Chair Jackson commended Ms. Acuna and the rest of staff for their work.

ADJOURNMENT

Chair Jackson adjourned the meeting at 8:03 P.M.

Respectfully submitted,

RAYMOND BARRAGAN, SECRETARY
Planning and Environmental Quality Commission

BRENDA JACKSON, CHAIR
Planning and Environmental Quality Commission

CITY OF GARDENA

PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STAFF REPORT

RESOLUTION NO. PC 3-20

SITE PLAN REVEW #3-19; TENTATIVE PARCEL MAP #2-19;

MODIFICATION TO MEMORANDUM #10-05 FOR

SITE PLAN REVIEW #6-05/VARIANCE #1-05

AGENDA ITEM #5

DATE:	June 2, 2020
TO:	Chair Jackson and Members of the Planning and Environmental Quality Commission
FROM:	Raymond Barragan, Director of Community Development
CASE PLANNER:	Amanda Acuna, Planning Assistant
APPLICANT:	Kristen Roberts, Raising Cane's/Target Corporation
LOCATION:	2169 West Redondo Beach Boulevard (APN: 4063-014-017)
REQUEST:	The applicant is requesting the following entitlements for the construction of a 3,486-square-foot fast-food restaurant with drive-thru in the General Commercial (C-3) zone:

1. Site Plan Review (SPR #3-19) to construct a 3,486-square-foot drive-thru restaurant with a 501-square-foot patio area that will front West Redondo Beach Boulevard;
2. Tentative Parcel Map (PM #2-19) to divide the existing 9.47 acre commercial property into two separate parcels, creating a 36,638-square-foot lot for the new stand-alone restaurant;
3. Modification of Memorandum #10-05 for Site Plan Review #6-05/Variance #1-05 to reflect the division of property and further reduce the required parking as required per Chapter 18.40 (Parking) of the Gardena Municipal Code.

BACKGROUND

In July 2005 the Gardena Planning and Environmental Quality Commission approved Memorandum # 10-05 (Exhibit G), for Site Plan Review # 6-05 for the remodel of the Target store located at 2169 West Redondo Beach Boulevard to increase the space by 22,868 square feet for a total of 142,320 square feet. Under the parking requirements at the time, a total of 712 parking spaces were required. Memorandum # 10-05 also approved Variance #1-05 to reduce the required parking to 553 parking spaces.

On September 12, 2019, Kristen Roberts, the applicant, submitted an application for approvals relating to lot split of the Target site for the construction of a 3,486-square-foot drive-thru

restaurant with a 501-square-foot outdoor patio dining area and drive-thru for a Raising Cane's restaurant. Target Corporation, the owner of the Property, signed off on the applications.

PROJECT DESCRIPTION/SETTING

The subject property is located on the northeast corner at the intersection of Van Ness Avenue and West Redondo Beach Boulevard. The subject property is adjacent to Multiple-Family Residential (R-3) zoning to the north, General Commercial (C-3) zoning to the east, Neighborhood Commercial (C-2) to the west and property within the City of Torrance to the south across West Redondo Beach Boulevard. Adjacent land uses include multiple-family residential to the north and general commercial shopping centers to the east, south and west. It should be noted that the shopping center to the east has direct access to the subject property via a shared driveway, although there is no requirement for reciprocal access. The neighboring shopping center provides its own parking independent of the subject property. Figure 1 and Table 1 present this information.

The current Target site is 9.50 gross acres and consists of one parcel which is 412,663 square feet (9.27 acres) and a second parcel at the northwest corner which is 1,164 square feet (0.03 acres). The 0.03 acre parcel is not a part of this application. The applicant proposes to subdivide the 9.27 acre parcel into a 376,025 square foot (8.63 acre) parcel for the Target store and a 36,638 square foot (0.84 acre) parcel for the Raising Cane's drive-through restaurant.

Site improvements will also include a new parking lot and new landscaping throughout the site. The only improvements to the Target site will be a modification to the parking spaces on the western side of the Raising Cane's property and the addition of 3 new planter areas. The new Raising Cane's building will be a single-story structure with contemporary architecture that features a combination of stucco and plaster walls with brick and standing seam metal awnings. The newly created parcel will be accessible to West Redondo Beach Boulevard by way of a shared driveway with the Target property. The proposed project will not restrict or alter access to the neighboring shopping center to the east in any way. The proposed building will include two drive-thru lanes to help reduce any adverse queueing affects. Up to 14 automobiles will have the ability to queue without spilling over into the parking area. Target will have a total of 392 parking spaces and Raising Cane's will have a total of 40 parking spaces.

The applicant seeks approval of a tentative parcel map to split the 9.27 acre parcel into two, site plan review approval for the Raising Cane's site, and modifications to the Target site plan and parking variance. Staff recommends the Planning and Environmental Quality Commission approve the multiple entitlements per the findings of the following analysis.

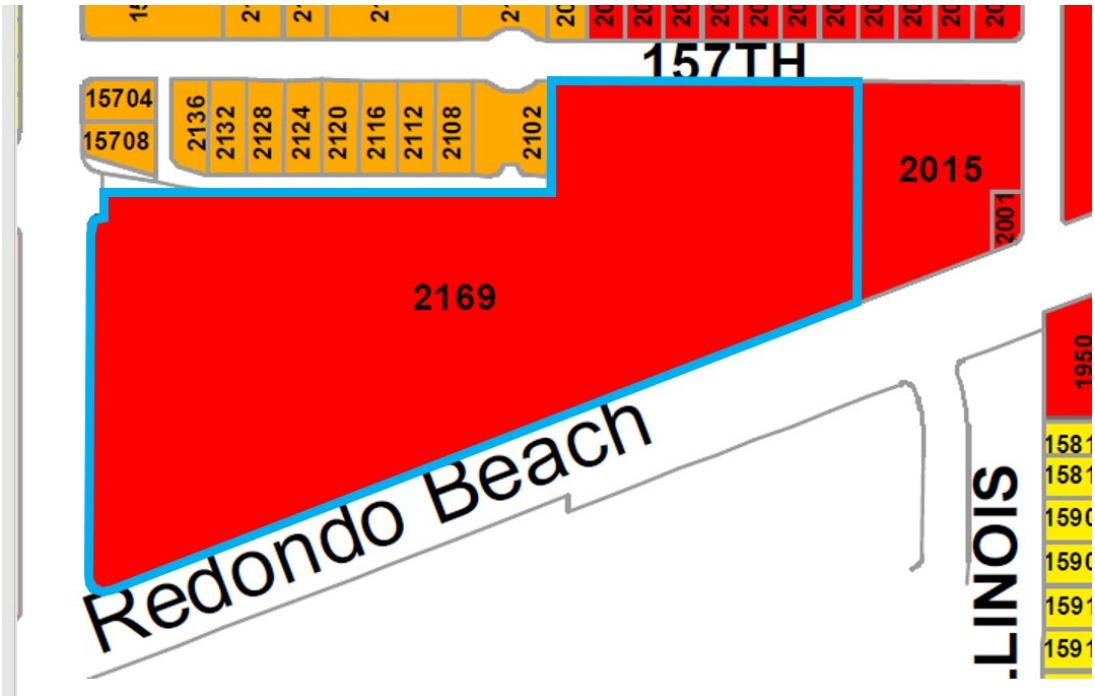


Figure 1: Zoning Map

Table 1: Adjacent Zoning and Land Use

	Zoning Designation	General Plan Land Use Designation	Existing Land Use
Project Site	C-3	General Commercial	Target Retail Store
North	C-3/R-3	General Commercial/Medium Multi-Family Residential	Multi-Family Residential Homes
South	_	City of Torrance	Commercial Center and single-family homes
East	C-3	General Commercial	Commercial Center
West	C-2	Commercial	Shopping Center (Ralph's Grocery Store)

Figure 2: Vicinity Map

ANALYSIS

The applicant is proposing to construct a 3,486-square-foot drive-thru food restaurant with a 501-square-foot patio area in the General Commercial (C-3) zone. Per GMC Section 18.44.010.C, site plan review is required for all development projects that front West Redondo Beach Boulevard. The applicant is also requesting approval of a tentative parcel map to create a 36,638-square-foot lot within the existing parking lot portion of the Target site. The approvals require a modification to the previous Site Plan Review and parking variance for the Target store. The following analysis will show how the proposed project will comply with GMC Title 18 (Zoning) and Title 17 (Subdivision).

SITE PLAN REVIEW – RAISING CANE'S

The subject property is located in the General Commercial (C-3) zoning district. The proposed structure complies with the development standards of Chapter 18.32 of the Gardena Municipal Code, as shown in Table 2.

Parking for the proposed drive-thru restaurant use is consistent with the parking standards of Gardena Municipal Code Chapter 18.40 as shown in Table 2. Parking standards require a total of 40 parking spaces for the 3,486-square-foot restaurant and 501-square-foot outdoor patio area. The proposed project is thus compliant with the parking standard. The total parking includes two handicap-accessible parking spaces.

Development Aesthetics

The proposed commercial building is of contemporary design. The roofline incorporates tower elements and parapet walls that alternate in height to help delineate and enhance entrances and screen rooftop mechanical equipment from view at ground level. The primary colors of the building are brick red and brown with white and black accent colors.

The project is providing more than the amount of landscaping required, including a mix of trees along the public right-of-way and in the parking lot and various shrubbery planted around the perimeter of the building and parcel.

Table 2: Development Standards for Raising Cane's

Standard	Requirement	Proposed
Lot Area (Minimum)	7,500 square feet	36,638 square feet (0.84 acres)
Lot Dimensions (Minimum)		
Width	50 feet	119 feet
Depth	150 feet	226 feet
FAR (Maximum)	0.5	0.09
Setback (Minimum)		
Front	10 feet	93 feet
Side	0 feet	90 feet
Side	0 feet	11 feet
Rear	10 feet	35 feet
Parking (Minimum)		
One space per 100 square feet	40 spaces	40 spaces
Height (Maximum)	35 Feet	19 feet 10 inches
Landscaping		
Minimum (5% of paving)	1,272 square feet	7,719 square feet

Neighborhood Compatibility

Staff finds the proposed structure compatible with the surrounding neighborhood. The existing parking lot of the Target retail store is underutilized. The design of the proposed structure is considered attractive and the amount of landscaping is expected to further improve the aesthetics of the shopping center. The proposed structure is situated far enough away from adjacent

residential uses that adverse impacts from the operation of the restaurant are not expected. Additionally, a condition has been added to the Raising Cain's site plan approval to continue to allow access to the shopping center to the east of the project site.

General Plan Consistency of SPR #3-19

The General Plan designates the subject property as General Commercial land use and the zoning designation is also General Commercial (C-3). The General Commercial Land Use category is designed to provide for a wide range of larger scale commercial uses to serve both the needs of the City and the region and the C-3 zoning is intended for general commercial uses such as supermarkets, professional office, and restaurants. Allowing the development of a drive-thru restaurant within the Target shopping center would be consistent with various goals and policies of the General Plan including the following:

- Land Use Goal 2 – Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.

  The project includes the development of a drive-thru restaurant that will enhance the quality of the existing shopping by bringing new landscaping and fresh architectural features. The new restaurant will also contribute to the City's tax base while creating jobs.

- Land Use Policy 2.1 Require ample landscaping and high-level maintenance in all new and existing commercial and industrial developments.

  The project exceeds the project landscape requirements throughout the new parking area and provides a ten-foot planter along the front of the property that includes an abundant number of trees, shrubberies, and plants.

- Land Use Goal 3 – Provide high quality, attractive, and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.5 – Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking, and the full range of customer amenities.

  The new commercial unit is located along West Redondo Beach Boulevard, a gateway into the City, providing a linkage to adjacent communities and regions. The high-quality architecture of the proposed building will contribute to enhancing the image and vitality of the City.

- Community Design Goal 4 – Achieve high quality design for commercial areas.
  The proposed building includes contemporary architecture that features a combination of stucco and plaster walls with brick and standing seam metal awnings. The design of the building is of high-quality and will assist it revitalizing the existing shopping center.
- Community Design Goal 7 – Utilize extensive landscaping to beautify Gardena's streets and sidewalks.
  The proposed project would add 7,719 square feet of landscape to shopping center. The proposed project will introduce new landscaping, abutting West Redondo Beach

Boulevard, and throughout the parking area, thus making Gardena streets more aesthetically pleasing.

MEMORANDUM # 10-05 - MODIFICATION

As mentioned above, in 2005 the Planning Commission approved a Site Plan Review for a 22,868 square foot addition to the Target store and a variance to allow a reduction in required parking.

Site Plan Review Modification

The Site Plan # 6-05 that was approved by Memorandum # 10-05 needs to be modified to reflect the smaller parcel size and reduction in parking. There is no change to the Target building. Even with the reduction in size, the parcel meets all of the requirements of the Municipal Code except for parking, as shown in Table 3. A copy of the new site plan is attached hereto as Exhibit D.

Table 3: Development Standards for Target Site

Standard	Requirement	Proposed
Lot Area (Minimum)	7,500 square feet	376,025 square feet (8.63 acres)
Lot Dimensions (Minimum)		
Width	50 feet	446 feet
Depth	150 feet	890 feet
Building Height (Maximum)	35 feet	19 feet 10 inches
FAR (Maximum)	0.5	0.4
Setback (Minimum)		
Front	10 feet	10 feet
Side	0 feet	10 feet
Side	0 feet	35 feet
Rear	10 feet	+400 feet
Parking (Minimum)		
One space per 250 square feet	569 spaces	392 spaces

General Plan Consistency for Modification to Site Plan # 6-05

The General Plan designates the subject property as General Commercial land use and the zoning designation is also General Commercial (C-3). The General Commercial Land Use category is designed to provide for a wide range of larger scale commercial uses to serve both the needs of the City and the region and the C-3 zoning is intended for general commercial uses such as supermarkets, professional office, and restaurants. Again, there is no change to the Target building, the only changes to the overall site include the reduction in parcel size and parking supply to allow for the development of a drive-thru restaurant shopping center. The modifications to Site Plan Review #6-05 would be consistent with various goals and policies of the General Plan including the following:

- Economic Development Goal 1 - Promote a growing and diverse business community that provides jobs, goods, and services for the local and regional market, and maintains a sound tax base for the City.
- Economic Development Goal 2 – Expand, retain, and revitalize businesses
  The modification to the Target Site will allow the existing shopping center to expand and create a new restaurant business, that will create jobs and benefit the City's tax base.

- Economic Development Policy 2.1 – Encourage the assemblage of small commercial parcels to accommodate quality commercial development.
- Economic Development 3 – Attract desirable businesses to locate in the City.

  The modification to the site is to allow for the creation of a 36,638 square foot parcel and standalone drive-thru restaurant. The utilization of the portion of the Target parking lot will bring a popular fast-food chain with over 400 locations across the country.

<u>Parking Variance Modification</u>

In 2005, the City's parking requirement for retail uses was one (1) space for every 200 square feet of gross floor area. With a building size of 142,320 square feet Target was required to provide 712 parking spaces, however, only 553 spaces were provided. A parking study was done at the time, and it was determined that the 553 spaces would be adequate for the stand-alone building. Since 2005 the Target parking lot has gone through several modification to allow for accessible parking spaces and the reconfiguration of parking spaces to facilitate "drive-up" parking spaces which resulted in 529 parking spaces remaining. With the modification to the site plan, Target will have 392 parking spaces and, as indicated above Raising Cane's will have 40 spaces.

Although Target was originally analyzed at one space for every 200 square feet under a retail designation, the parking standards have been changed since 2005. Staff believes the more appropriate standard for a Target store is the shopping center standard of one space for every 250 square feet. Although a "shopping center" is not defined in the zoning code, it is generally defined as where there are multiple uses. In effect, Target acts as a shopping center under one roof as it has an in-store CVS Pharmacy, an in-store Apple Store, an in-store Starbucks, wine and beer sales (liquor store), and grocery store, in addition to selling a wide variety of other retail

items. Using this standard, the parking requirement would be 569 spaces. The proposed 432 spaces would result in a deficiency of 177 spaces.

In 2015 the City amended Municipal Code Section 18.54.040 relating to nonconforming lots, buildings and uses. Section 18.54.040E of the Gardena Municipal Code deals with nonconforming off-street parking and loading facilities. Where off-street parking does not conform to Title 18, an intensification of land use may only be allowed where a parking study shows that the number of spaces being provided is sufficient for the specific tenant or use being proposed and a declaration of restrictions is recorded against the property providing that there shall be no change in tenant or use allowed without a subsequent parking study that verifies that the number of spaces remains sufficient. The applicant must also comply with any conditions of approval.

Although Target is not changing the size or use of the store, the reduction in lot size due to the parcel map is considered an intensification of the use.

In accordance with the requirements of the GMC, to ensure the parking supply would be adequate, a parking assessment was conducted by Linscott Law and Greenspan Engineers (LLG), which is attached as Exhibit F.

Staff initially notes that the parking study found that between 1 to 7 parking spaces per hour are being utilized by the shopping center to the east, although there is no legal requirement to allow them to do so. Even with the utilization of parking by these customers, the peak parking at Target, which occurred on a weekend showed a use of only 242 spaces. Peak weekday parking was 216 spaces.

The parking assessment conducted by LLG shows that the highest calculated future peak shared parking demand between Target and Raising Cane's is expected to total 267 spaces during the weekend afternoon. When compared to the total future parking supply of 432 spaces between both parcels, a surplus of 165 parking spaces is expected during this time. As the parking assessment provides evidence that the future parking supply will accommodate the expected parking demand of both uses, there is justification to allow a modification to the Variance due to the intensification of the Target use by the reduction in property size.

The approvals have been conditioned to provide shared parking and reciprocal access agreements between the subdivided properties.

TENTATIVE PARCEL MAP #2-19 (82825)

The purpose of the tentative parcel map review is to identify those conditions that should be applied to each parcel to ensure that each parcel is designed so as to comply with the State Subdivision Map Act and good design practice. As stated above, the applicant proposes a Tentative Parcel Map (PM) for the 9.27 acre property into two separate lots; the first that will contain the Target retail store and the second for the new Raising Cane's restaurant as shown in Figure 3.

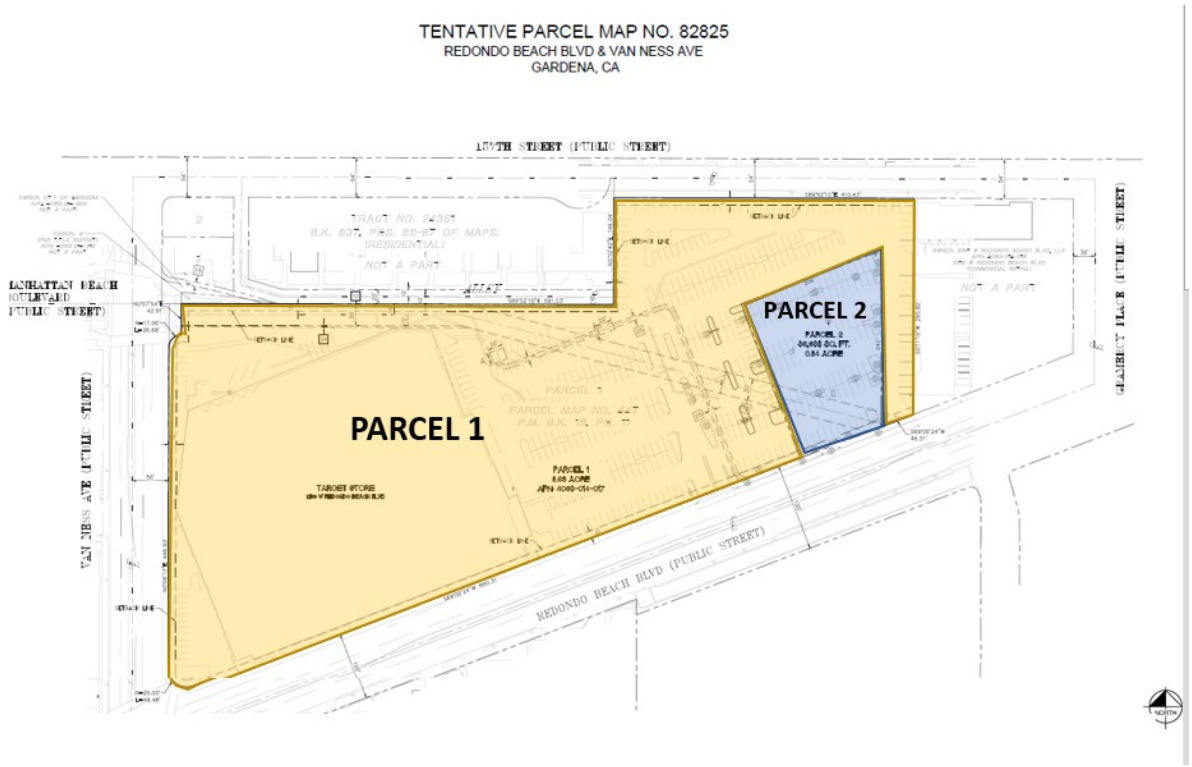


Figure 3: Tentative Parcel Map

The Tables above showed how each parcel met the City's development standards or was excused from such standards in the case of the modification to the parking variance.

The State Subdivision Map Act includes a list of grounds for denial. If any one of the following findings is made, the map must be denied:

- ***The proposed map and the design and improvement of the proposed subdivision is not consistent with applicable general and specific plans (Government Code § 66474; § 66473.5).***

  The Land Use Plan and zoning map currently designate the project site as General Commercial, respectively. The larger parcel is already occupied by a Target store. The smaller parcel will be developed with a 3,486-square-foot drive-thru restaurant. The uses are consistent with the Land Use Plan and zoning. There are no applicable Specific Plans.

- ***The site is not physically suitable for the type or density of development (Government Code § 66474).***

  The site is approximately 9.5 acres and is serviced by all necessary utilities. The zoning of the property allows for a maximum Floor Area Ratio of 0.5 on both parcels. Neither parcel will exceed this maximum as shown in Tables 3 and 4. The site is seen as physically suitable for the type and density of development.

- ***The design of the subdivision or the proposed improvements are likely to cause serious public health problems, substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (Government Code § 66474).***

The Property is currently developed with a Target store and parking lot. There is no natural environment, fish or wildlife in the area that will be harmed. As the site is already developed, the subdivision into two separate parcels will not cause any substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

- ***The design of the subdivision or type of improvements will conflict with public access easements (Government Code § 66474).***

  There are no public access easements on the subject property. The subdivision has been adequately designed to provide access for pedestrians and vehicles along with adequate emergency access. Vehicular and pedestrian access is proposed from West Redondo Beach Boulevard and access will not change based on the subdivision of the lot. The proposed project will not restrict or alter vehicular access to the neighboring shopping center to the east in any way.

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

  During winter, a north/south alignment of parcels provides for southern exposure to the winter path of the Sun. During the summer, prevailing winds are west/southwest from the north (Los Angeles International Airport) and west from the south (Torrance Airport). The general direction of these prevailing winds can be expected to allow the development to benefit from natural and passive cooling opportunities in the summer. Therefore, the design of the proposed subdivision provides for the configuration structures to provide for future passive or 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.

ENVIRONMENTAL CONSIDERATIONS

The proposed project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to the following provisions of CEQA:

Guidelines Section 15303, New Construction Projects. Per CEQA Guidelines, the proposed project for a restaurant use in an urbanized area does not exceed 10,000 square feet in floor area. As well, the use of a restaurant does not involve the use of hazardous substances. These two findings qualify the subject project for inclusion under Section 15303 of the CEQA Guidelines.

The project is not subject to any of the exceptions for exemption under Section 15300.2 of the California Environmental Quality Act. The location of the project is predominantly urban and not considered a sensitive environment; therefore, the project will not result in any significant impacts that may otherwise occur in a sensitive environmental area. The cumulative impact of this project, and the approval of other projects like it in the vicinity, is not expected to have any

significant environmental impact. Not only would the project not have any significant effects, but there are no unusual circumstances applicable to this project site. The project is not located along any state designated scenic highway nor within any designated hazardous waste site. There are no historical resources which would be impacted. Staff does not expect any significant impacts or unusual circumstances related to the approval of this project.

Additionally, the proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15061(b)(3) – the common sense exemption that CEQA does not apply where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The construction of an approximate 4,000 square foot fast-food restaurant with drive-thru, including the outdoor seating area, is categorically exempt as discussed above. The only change being made to the Target site is to the number of parking spaces which are provided and parking is no longer a CEQA topic unless a parking shortfall will create a physical impact on the environment. The Parking Demand Assessment shows that there will not be any parking shortfall and therefore no physical impact will result

NOTICING

The public hearing notice for Site Plan Review #3-20, Tentative Parcel Map #2-19, and modification to Memorandum No. #10-05 relating to Site Plan Review #6-05 and Variance #1-05 was published in the Gardena Valley News and mailed first class to owners and occupants within a 300-foot radius of the site on May 21, 2020. A copy of Proof of Publication and Affidavit of Mailing are on file in the office of the Community Development Department, Room 101, City Hall, and are considered part of the administrative record.

RECOMMENDATION

Staff recommends the Planning Commission:

Open the public hearing;

Receive testimony from the public; and

Adopt Resolution No. PC 3-20 approving Site Plan Review #3-19, Tentative Parcel Map #2-19, and the Modification to Memorandum #10-05 approving Site Plan Review # 6-05 and Variance #1-05, subject to the attached conditions of approval, and directing staff to file a Notice of Exemption.

ATTACHMENTS

Resolution No. PC 3-20

- Exhibit A – Draft Conditions of Approval for SPR #3-19 and PM #2-19
- Exhibit B – Draft Conditions of Approval for Modification to Memo #10-05
- Exhibit C – Architectural Plans for Raising Cane's Site
- Exhibit D – Site Plan for Target Site

Exhibit E – Tentative Parcel Map

Exhibit F – Parking Assessment

Exhibit G – Memorandum 10-05

P:\Community Development\Community Development\Planning\!2019\SPR #3-19 PM #2-19 VAR #1-05 (MOD) (2169 Redondo Beach)\Documents\1_Word

RESOLUTION NO. PC 3-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, APPROVING SITE PLAN REVIEW #3-19, TENTATIVE PARCEL MAP #2-19 AND MODIFICATION TO MEMORANDUM #10-05 FOR SITE PLAN REVIEW #6-05 AND VARIANCE #1-05 RELATING TO THE DIVISION OF LAND AND THE CONSTRUCTION OF 3,486-SQUARE-FOOT FAST-FOOD RESTAURANT WITH DRIVE-THRU IN THE GENERAL COMMERCIAL (C-3) ZONE PER GARDENA MUNICIPAL CODE SECTION 18.32.050 AND CHAPTER 17.08, AND DIRECTING STAFF TO FILE A NOTICE OF EXEMPTION.
(2169 WEST REDONDO BEACH BOULEVARD) (APN: 4063-014-017)

THE PLANNING COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS

A. In July of 2005 the Gardena Planning and Environmental Quality Commission approved Memorandum # 10-05 which approved a Site Plan Review #6-05 for a 22,868-square-foot addition and remodel to the Target retail store located at 2169 West Redondo Beach Boulevard ("Property");

B. Memorandum #10-05 also approved Variance #1-05 to reduce parking at the Target to 553 parking spaces;

C. On September 12, 2019, the applicant, Kristen Roberts, submitted an application for the construction of a 3,486-square-foot fast-food restaurant with drive-thru ("Project") located at the Property. The application includes a site plan review for development of the restaurant building, tentative parcel map for the creation of a 36,638-square-foot parcel, and a modification Memorandum #10-05 relating to the site plan for the Target and a variance to further reduce the required parking;

D. The project site is zoned General Commercial (C-3);

E. The subject property is bounded to the north by multi-family residential uses, to the east by a commercial center, to the south by single-family and commercial uses, and to the west by a shopping center;

F. On May 21, 2020, a public hearing notice for the Planning and Environmental Quality Commission meeting was duly noticed for June 2, 2020, at 7:00 PM at City Hall Council Chambers, 1700 West 162nd Street, Gardena;

G. On June 2, 2020, the Planning Commission held the public hearing at which time it considered all material and evidence, whether written or oral; and

H. In making the various findings set forth herein, the Planning Commission has considered all of the evidence presented by staff, the applicant, and the public, whether written or oral, and has considered the procedures and the standards required by the Gardena Municipal Code. The record of these proceedings can be found at the Community Development Department, Room 101, 1700 West 162nd Street, Gardena, California. The Director of Community Development is the custodian of such record.

SECTION 2. SITE PLAN REVIEW #3-19

Site Plan Review (#3-19) for the construction of a 3,486-square-foot drive-thru restaurant is hereby approved based on the following findings and subject to the conditions attached hereto as Exhibit A.

1. ***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.***

   Restaurant uses are meant for placement in the General Commercial (C-3) zone. As set forth in the staff report, the proposed site plan for the new restaurant will meet all development requirements of the Municipal Code and is, therefore, consistent with the Zoning Code.

   The General Plan land use designation is General Commercial and the zoning designation is General Commercial (C-3). The proposed development, as shown in the site plan, is consistent with the following General Plan Land Use Goals and Policies for the reasons set forth in the staff report, which is incorporated herein by reference:

   - **Land Use Goal 2 – Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.**
     The project includes the development of a drive-thru restaurant that will enhance the quality of the existing shopping by bringing new landscaping and fresh architectural features. The new restaurant will also contribute to the City's tax base while creating jobs.
   - **Land Use Policy 2.1 – Require ample landscaping and high-level maintenance in all new and existing commercial and industrial developments.**
     The project exceeds the project landscape requirements throughout the new parking area and provides a ten-foot planter along the front of the property that includes an abundant number of trees, shrubberies, and plants.
   - **Land Use Goal 3 – Provide high quality, attractive, and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.**
   - **Land Use Policy 3.5 – Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking, and the full range of customer amenities.**
     The new commercial unit is located along West Redondo Beach Boulevard, a gateway into the City, providing a linkage to adjacent communities and regions. The high-quality architecture of the proposed building will contribute to enhancing the image and vitality of the City.
   - **Community Design Goal 4 – Achieve high quality design for commercial areas.**
     The proposed building includes contemporary architecture that features a combination of stucco and plaster walls with brick and standing seam metal awnings. The design of the building is of high-quality and will assist it revitalizing the existing shopping center.

- **Community Design Goal 7 – Utilize extensive landscaping to beautify Gardena's streets and sidewalks.**
  The proposed project would add 7,719 square feet of landscape to shopping center. The proposed project will introduce new landscaping, abutting West Redondo Beach Boulevard, and throughout the parking area, thus making Gardena streets more aesthetically pleasing

2. ***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.

SECTION 3. MODIFICATION OF MEMO #10-05

Site Plan Review #6-05 and Variance #1-05 as approved by Memorandum #10-05 are hereby modified as follows.

A. **Site Plan Review #6-05 –** Site Plan Review # 6-05 which allowed the remodel of a Target store to allow a total of 142,320 square feet on 9.5 gross acres is hereby amended to allow the 142,320 square foot store on 8.66 acres as shown in Exhibit D. The approval of the Site Plan modification is subject to the conditions attached as Exhibit B and based on the following findings:
   1. ***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.***
      There is no change to the Target building, the only changes to the overall site include the reduction in parcel size and parking supply to allow for the development of a drive-thru restaurant shopping center. The site as a whole will conform to all applicable development standards of the Municipal Code, except as allowed by the variance, and will be consistent with the goals of the Municipal Code and General Plan including the following:
      - **Economic Development Goal 1 - Promote a growing and diverse business community that provides jobs, goods, and services for the local and regional market, and maintains a sound tax base for the City.**
      - **Economic Development Goal 2 – Expand, retain, and revitalize businesses.** *The modification to the Target Site will allow the existing shopping center to expand and create a new restaurant business, that will create jobs and benefit the City's tax base.*

      - **Economic Development Policy 2.1 – Encourage the assemblage of small commercial parcels to accommodate quality commercial development.**
      - **Economic Development 3 – Attract desirable businesses to locate in the**

City.
The modification to the site is to allow for the creation of a 36,638 square foot parcel and standalone drive-thru restaurant. The utilization of the portion of the Target parking lot will bring a popular fast-food chain with over 400 locations across the country

2. ***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, except as allowed by the variance, and the proposal, as conditioned, will be compatible with, and not detrimental to, the surrounding land uses and general welfare of the City.

B. **Variance #1-05** – Variance #1-05 is hereby modified to allow a total of 392 parking spaces for the Target store subject to the conditions attached hereto as Exhibit B. The modification to the Variance is based upon the following findings:

1. Reducing the size of the Target parking lot due to the construction of a fast food restaurant in a portion of the parking lot and a lot split constitutes an intensification of use of the Target store.
2. Gardena Municipal Code section 18.54.040E provides that where off-street parking does not conform to Title 18, an intensification of land use may only be allowed where a parking study shows that the number of spaces being provided is sufficient for the specific tenant or use being proposed and a declaration of restrictions is recorded against the property providing that there shall be no change in tenant or use allowed without a subsequent parking study that verifies that the number of spaces remains sufficient. The applicant must also comply with any conditions of approval.
3. A parking assessment was prepared by Linscott Law and Greenspan Engineers (LLG) which calculated that the highest peak hour parking between Target and Raising Cane's would be a total of 267 spaces.
4. As there will be a total future parking supply of 432 spaces between Target and Raising Cane's, the modification to the parking variance meets the requirements of the Gardena Municipal Code.

SECTION 4. TENTATIVE PARCEL MAP NO. 82825 (PM #2-19)

Tentative Parcel Map No. 82825, dated October 23, 2019, and shown on Exhibit E, creating a 36,638-square-foot parcel is hereby approved, subject to the conditions of approval attached as Exhibit A 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 Chapter 17.08 and Government Codes 66474, 66473.1, and 66473.5.

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 Land Use Plan and zoning map currently designate the project site as General Commercial, respectively. The proposed project will involve the construction of a 3,486-square-foot drive-thru restaurant and will be consistent with the Land Use Plan of the Community Development Element of the General Plan. There are no applicable Specific Plans.

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

The site is approximately nine-acre and is services by all necessary utilities. The zoning of the property allows for a maximum Floor Area Ratio of 0.5, both parcels will not exceed this maximum as shown in Tables 3 and 4 of the staff report. The site is seen as physically suitable for the type and density of 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 is currently developed with a commercial shopping center and parking lot. There is no natural environment, fish or wildlife in the area that will be harmed. As the subject shopping center already exists, subdivision into four separate parcels for financing and ownership purposes is not expected to cause any substantial environmental damage or substantially and avoidably injure fish or 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 subject property. The subdivision has been adequately designed to provide access for pedestrians and vehicles along with adequate emergency access. Vehicular and pedestrian access is proposed from West Redondo Beach Boulevard. The proposed project will not restrict or alter vehicular access to the neighboring shopping center to the east in any way and there shall be a reciprocal parking and access agreement recorded between the two properties.

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

During winter, a north/south alignment of parcels provides for southern exposure to the winter path of the Sun. During the summer, prevailing winds are west/southwest from the north (Los Angeles International Airport) and west from the south (Torrance Airport). The general direction of these prevailing winds can be expected to allow the development to benefit from natural and passive cooling opportunities in the summer. Therefore, the design of the proposed subdivision provides for the configuration structures to provide for future passive or 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 5. CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. The proposed project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to the following exemption:
    - Guidelines Section 15303(b) New Construction or Conversion of Small Structures. The project consists of the construction of a commercial building less than 10,000 square-feet located in an urbanized area.

B. The project is not subject to any of the exceptions for exemption under Section 15300.2 of the California Environmental Quality Act. The location of the project is predominantly urban and not considered a sensitive environment; therefore, the project will not result in any significant impacts that may otherwise occur in a sensitive environmental area. The cumulative impact of this project, and the approval of other projects like it in the vicinity, is not expected to have any significant environmental impact. Not only would the project not have any significant effects, but there are no unusual circumstances applicable to this project site. The project is not located along any state designated scenic highway nor within any designated hazardous waste site. There are no historical resources which would be impacted. Staff does not expect any significant impacts or unusual circumstances related to the approval of this project.

C. Staff is hereby directed to file a Notice of Exemption.

SECTION 6. EFFECTIVE DATE/APPEAL.

This Resolution shall be effective immediately. The time to file an appeal pursuant to Titles 17 and 18 of the Gardena Municipal Code is ten days from the date of adoption of this Resolution. Failure to file an appeal constitutes a failure to exhaust administrative remedies.

PASSED, APPROVED, AND ADOPTED this 2nd day of June, 2020

_____
BRENDA JACKSON, CHAIR
PLANNING COMMISSION

ATTEST:

_____
RAYMOND BARRAGAN, SECRETARY
PLANNING COMMISSION

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF GARDENA

I, Raymond Barragan, Planning and Environmental Quality Commission Secretary of the City of Gardena, do hereby certify the following:

1. That a copy of this Resolution and the draft conditions of approval (Exhibit A & Exhibit B) will be sent to the applicant and to the City Council as a report of the findings and action of the Planning and Environmental Quality Commission; and

2. That the foregoing Resolution was duly adopted by the Planning and Environmental Quality Commission of the City of Gardena at a regular meeting thereof, held the 2nd day of June, 2020, by the following vote of the Planning Commission:

AYES:
NOES:
ABSENT:

Attachments:

- Exhibit A – Draft Conditions of Approval for SPR #3-19 and PM #2-19
- Exhibit B – Draft Conditions of Approval for Modification to Memo #10-05
- Exhibit C – Architectural Plans for Raising Cane's Site
- Exhibit D – Site Plan for Target Site
- Exhibit E – Tentative Parcel Map
- Exhibit F – Parking Assessment
- Exhibit G – Memorandum 10-05

EXHIBIT A

CITY OF GARDENA

CONDITIONS OF APPROVAL FOR SITE PLAN REVIEW #3-20; PARCEL MAP NO. 82825 (PM #2-19);

GENERAL CONDITONS

GC 1. The applicant accepts all of the conditions of approval set forth in this document and shall sign the acknowledgement. The resolution of approval and conditions shall be recorded with the County Recorder. Proof of compliance shall be in the form of a copy of the recorded document, submitted to the Community Development Department, prior to issuance of any construction permit.

GC 2. Development of this site shall comply with the requirements and regulations of Title 15 (Building and Construction) and Title 18 (Zoning) of the Gardena Municipal Code.

GC 3. The applicant shall comply with all written policies, resolutions, ordinances, and all applicable laws in effect at time of approval. The conditions of approval shall supersede all conflicting notations, specifications, and dimensions which may be shown on the project development plans.

GC 4. Prior to commencement of work, the contractor/developer shall schedule a pre-job meeting with the City's engineering and building inspectors to minimize construction noise levels, including sound-reduction equipment as deemed necessary by the City. Prior to the issuance of demolition or construction permits, the contractor/developer shall prepare and implement a construction management plan, approved by the City, which includes procedures to minimize off-site transportation of heavy construction equipment.

GC 5. The site layout and physical appearance of the structures shall be in accordance with the submitted plans, approved by the Planning and Environmental Quality Commission, and modified by these conditions of approval. The final completed project shall be in substantial compliance with the plans upon which the Commission based its decision, as modified by such decision. Minor modifications or alterations to the design, style, and materials shall be subject to the review and approval of the Community Development Director. No changes shall be made to the colors shown indicate on the plans presented to and approved by the Planning and Environmental Quality Commission, without the written approval of the Community Development Director.

GC 6. Grading and construction activities on the project site shall adhere to the requirements of Chapter 8.36 of the Gardena Municipal Code, which limits construction activities to the hours of 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturdays. Construction activities on Sundays and public holidays are strictly prohibited.

GC 7. The applicant/developer shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any claim, action, or proceeding, damages, costs (including, without limitation, attorney's fees), injuries, or liability against the City or its agents, officers, or employees arising out of the City's approval of the entitlements and the subsequent Notice of Exemption. The City shall promptly notify the applicant/developer of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant/developer of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant/developer shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Although the applicant/developer is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of any action with the attorneys of its own choosing, but such participation shall not relieve the applicant/developer of any obligation under this condition, including the payment of attorney's fees.

GC 8. In accordance with Resolution No. 4441, the applicant/developer shall be responsible for paying for the City Attorney's time on this project, including review of all documents to be recorded.

SITE PLAN REVIEW #3-19

SPR1. Site Plan Review #3-19 shall be utilized within a period not to exceed twelve (12) months from the date of approval, unless an extension is granted in accordance with Section 18.46.040 of the Gardena Municipal Code. Utilization shall mean the issuance of building permits.

SPR2. The applicant shall obtain sign permits per Chapter 18.58 of the Gardena Municipal Code for all proposed signage.

SPR3. The property owner/developer shall maintain landscaping in a healthy and well-kept manner and shall maintain the landscape irrigation system in an operating manner, at all times.

SPR4. No permits shall be issued until such time as Target Corporation shall records a declaration of restrictions against its property which provides that there shall be no change to the tenant (Target Corporation) or use of the property as a shopping center with a minimum of five different types of use without providing a subsequent parking study to the City that verifies that the number of parking spaces provided is sufficient for such change.

TENTATIVE PARCEL MAP NO. 82825 (PM #1-19)

TPM 1. The final parcel map shall be recorded with the Los Angeles County Recorder's office within a period not to exceed twenty-four (24) months from the date of granting said approval. If said map is not recorded within the 24-month period, the life of the map shall be deemed expired, in accordance with Section 66463.5(a) of the State Government Code, and said approval shall be considered null and void. The applicant, with a showing of good cause, can request prior to the expiration of the 24-month period, an extension of time for a period not to exceed a total of six (6) years, in accordance with Section 66463.5(c) of the State Government Code.

TPM 2. The tentative parcel map shall conform to the provisions of the State Subdivision Map Act and Title 17 of the Gardena Municipal Code (Subdivisions).

TPM 3. In accordance with Section 17.08.170 of the Gardena Municipal Code, the applicant shall dedicate all necessary rights-of-way for public improvements and shall construct such improvements at no cost to the City. Such improvements may include, but not be limited to, site grading and drainage, new sidewalk, curb and gutter, driveways, street trees, roadway paving, street lights, traffic control devices, gas mains, electric power lines, telephone and cable lines, all of which shall be installed in accordance with the specifications of the Public Works Department. All utilities shall be underground.

TPM 4. Pursuant to Government Code § 66495, at least one exterior boundary line of the land being subdivided must be adequately monumented or referenced before the map is recorded.

TPM 5. Prior to initial phase associated with building construction, all above-ground and underground infrastructure shall be installed.

TPM 6. The applicant shall ensure all property owners of all parcels as shown on Tentative Parcel Map #82825 enter into reciprocal parking and access agreement in a form that is acceptable to the City Attorney. The agreement shall be recorded with the Los Angeles County Recorder's Office. Evidence of recordation shall be provided to the Community Development Department.

BUILDING AND SAFETY

BS1. The applicant shall comply with all applicable portions of the California Building Standards Code (Title 24, California Code of Regulations) in effect at the time of permit application.

BS2. The applicant shall comply with all conditions set forth by other departments and agencies, including but not limited to: Gardena Planning, Gardena Public Works, Los Angeles County Public Works, and Los Angeles County Fire Department.

BS3. The applicant shall pay all required fees including but not limited to plan check fees, permit fees, school fees, and excreta.

BS4. The applicant shall install a properly sized grease interceptor, per California Plumbing

Code.

BS5. If applicant will use existing sewer line to street, a video scoping shall be completed by the applicant prior to foundation inspection. Applicant shall provide the Building Inspector with the video.

BS6. The project shall comply with all NPDES, SUSUMP, and BMPs.

BS7. The applicant/owner/contractor shall comply with the State and City's recycling programs. The applicant must fill out compliance forms prior to final.

BS8. The applicant shall acquire separate permits for electrical, plumbing, mechanical, block walls, and trash enclosures.

BS9. The approval of plans and specifications does not permit the violation of any section of the building code, county ordinance, or state law.

BS10. The owner/tenant shall maintain the parking lot and stripping in good condition.

BS11. The applicant shall provide covered trash enclosures in order to divert rainwater from the bins and enclosure.

BS12. The restaurant management shall use Best Management Practices for food service industries in daily operations.

PUBLIC WORKS

PW1. The applicant shall provide an Industrial Waste Clearance.

PW2. The applicant sewer fee at a rate of $310.00 per seating.

PW3. The applicant shall remove and replace all curb, gutter and sidewalk along frontage of development, approximately 119 feet.

PW4. The applicant shall re-paint existing curbs and install traffic signs per City of Gardena.

PW5. The applicant shall provide street improvement plans showing all sidewalk structures (i.e. poles, hydrants and traffic signal conduit) designed and signed by a registered Civil Engineer.

PW6. The applicant shall provide traffic control plans per Work Area Traffic Control Handbook (WATCH) or per the Manual on Uniform Traffic Control Devices (MUTCD).

PW7. The applicant shall provide certificate of Insurance (General Liability, Auto & Workers Compensation) naming City of Gardena as additional insured, contractor State License and City Business License.

PW8. The applicant shall obtain all necessary Encroachment/Excavation permits required by the City of Gardena's Public Works Department.

PW9. The applicant shall pay a surety bond of $15,000 at the time of Encroachment Permits issuance

LOS ANGELES COUNTY FIRE DEPARTMENT

FD1. The applicant shall provide a minimum unobstructed width of 26 feet, clear to sky, vehicular access to within 150 feet of all potion of the exterior walls. Cross hatch designated fire lanes and label them No Parking-Fire Lane.

FD2. The applicant shall show the location of all existing public fire hydrants within 300 feet of all property line call out the hydrants size and dimensions to property lines. Also show any existing on-site fire hydrants as well. The applicant shall note that additional fire hydrants may be required upon full site plan submittal and review.

FD3. The applicant shall complete and return the "Water Availability" Form No. 196.to the Los Aneles County Fire Department.

FD4. The applicant shall note that additional requirements will be added during the life/safety plan review stage. The applicant shall provide one architectural set and one additional site plan for review and approval.

Kristen Roberts certifies that he has read, understood, and agrees to the Project Conditions listed herein.

_____

Kristen Roberts

By_____

EXHIBIT B

CITY OF GARDENA

CONDITIONS OF APPROVAL FORMODIFICATION TO MEMORANDUM #10-05 RELATING TO SITE PLAN REVIEW #6-05 AND VARIANCE #1-05

GENERAL CONDITONS

GC 1. The applicant, John Dietrich, in care of Target Corporation, accepts all of the conditions of approval set forth in this document and shall sign the acknowledgement. The resolution of approval and conditions shall be recorded with the County Recorder. Proof of compliance shall be in the form of a copy of the recorded document, submitted to the Community Development Department, prior to issuance of any construction permit.

GC 2. Except as set forth herein, all conditions of approval for Memorandum #10-05 remain in full force and effect.

GC 3. The Target parking lot shall be restriped, and new planters shall be installed as shown in Exhibit D in accordance with the submitted plans, approved by the Planning and Environmental Quality Commission, and modified by these conditions of approval. The final completed project shall be in substantial compliance with the plans upon which the Commission based its decision, as modified by such decision. Minor modifications or alterations to the design, style, and materials shall be subject to the review and approval of the Community Development Director. No changes shall be made to the colors of the existing building

GC 4. Grading and construction activities on the project site shall adhere to the requirements of Chapter 8.36 of the Gardena Municipal Code, which limits construction activities to the hours of 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturdays. Construction activities on Sundays and public holidays are strictly prohibited.

GC 5. Target Corporation shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any claim, action, or proceeding, damages, costs (including, without limitation, attorney's fees), injuries, or liability against the City or its agents, officers, or employees arising out of the City's approval of the entitlements and the subsequent Notice of Exemption. The City shall promptly notify the applicant/developer of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant/developer of any claim, action, or proceeding, or if the City fails to cooperate fully in the defense, the applicant/developer shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Although the applicant/developer is the real party in interest in an action, the City may, at its sole discretion, participate in the defense of any action with the attorneys of its own choosing, but such participation shall not relieve the

applicant/developer of any obligation under this condition, including the payment of attorney's fees.

GC 6. In accordance with Resolution No. 4441, Target Corporation shall be responsible for paying for the City Attorney's time on this project, including review of all documents to be recorded.

GC 7. The access to the shopping center to the east shall remain unobstructed to allow the free flow of vehicular traffic between the two sites.

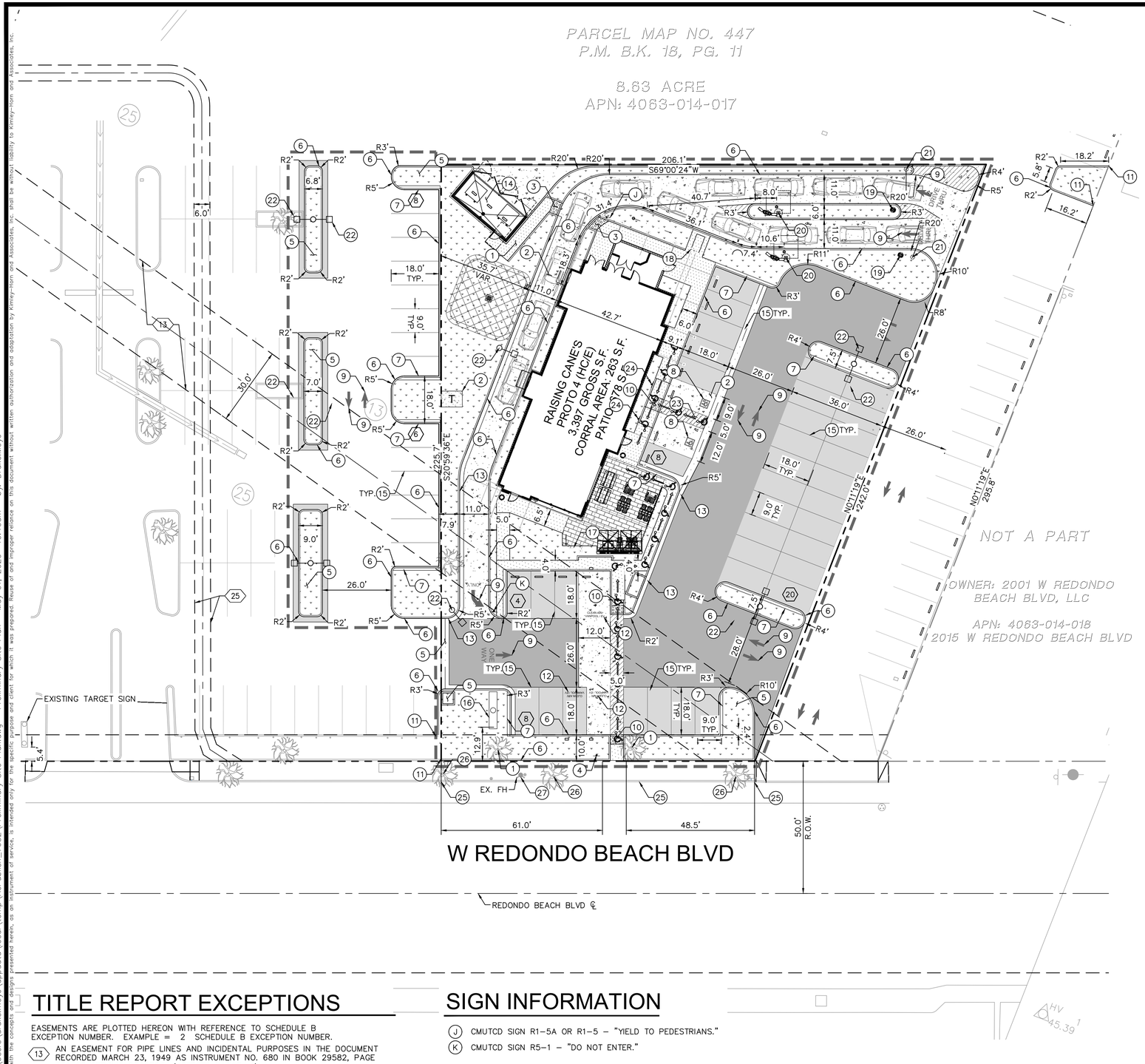
GC 8. Target Corporation shall record a declaration of restrictions against the property which provides that there shall be no change to the tenant (Target Corporation) or use of the property as a shopping center with a minimum of five different types of use without providing a subsequent parking study to the City that verifies that the number of parking spaces provided is sufficient for such change in accordance with Gardena Municipal Code section 18.54.040E.

John Dietrich c/o Target Corporation, certifies that he has read, understood, and agrees to the Project Conditions listed herein.

_____

John Dietrich

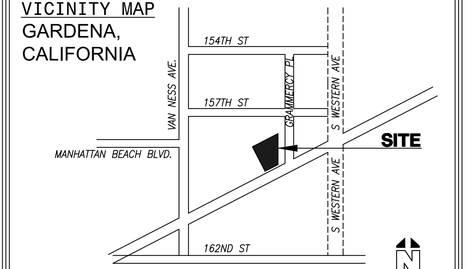
By_____



LEGEND

- PROPOSED PARCEL LINE
- EXISTING PARCEL LINE
- EASEMENT / SETBACK LINE
- CENTER LINE
- STANDARD DUTY CONCRETE PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LANDSCAPE/PLANTER AREA
- STANDARD DUTY ASPHALT PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- DETECTABLE WARNING SYSTEM
- STAINED STANDARD DUTY COLORED CONCRETE PAVEMENT / ENHANCED PAVERS
- PROPOSED BIORETENTION AREA
- ACCESSIBLE ROUTE (LOCATION PURPOSES ONLY, DO NOT PAINT)
- SIGN POST
- ACCESSIBLE PARKING SPACE
- NUMBER OF PARKING SPACES

VICINITY MAP
GARDENA, CALIFORNIA



SITE DATA

PROJECT DESCRIPTION:	DEMOLITION OF EXISTING PARKING LOT AND NEW CONSTRUCTION OF A RAISING CANE'S RESTAURANT WITH DRIVE THRU AND ASSOCIATED PARKING IMPROVEMENTS.		
ADDRESS:	REDONDO BEACH BLVD AND VAN NESS AVE. GARDENA, CA		
ZONING DISTRICT:	C3 (COMMERCIAL GENERAL)		
LAND USE:	GENERAL COMMERCIAL		
FLOOD ZONE:	ZONE X – (UNSHADED); PROPERTY NOT IN A SPECIAL FLOOD HAZARD AREA. AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.		
TOTAL DISTURBED AREA:	40,948 S.F.	(0.94 AC)	
TOTAL PAD AREA:	3,486 S.F.	(0.08 AC)	
PROPOSED PARCEL AREA:	36,638 S.F.	(0.84 AC)	
LOT COVERAGE			
TOTAL SITE AREA:	36,638 S.F.	(0.84 AC)	100%
BUILDING AREA:	3,486 S.F.	(0.08 AC)	9.5%
IMPERVIOUS AREA (PAVING):	25,433 S.F.	(0.58 AC)	69.4%
LANDSCAPE AREA:	7,719 S.F.	(0.18 AC)	21.1%
OFF-SITE COVERAGE			
TOTAL SITE AREA:	2,746 S.F.	(0.06 AC)	100%
IMPERVIOUS AREA:	989 S.F.	(0.02 AC)	36%
LANDSCAPE AREA:	1,757 S.F.	(0.04 AC)	64%
PARKING/LANDSCAPE BUFFER			
FRONT (STREET):	10.0'		
REAR:	10.0'		
SIDE:	10.0'		
PARKING SUMMARY:	3,486 S.F. (BUILDING) + 501 S.F. (PATIO) = 3,987 S.F. (1 STALL/100 GROSS S.F.) = 40 STALLS REQUIRED PER CITY CODE TOTAL NUMBER OF PARKING SPACES PROVIDED = 40 STALLS; ADA PARKING FOR 26–50 PARKING STALLS = 2 ADA PARKING STALLS REQUIRED PER CITY CODE NUMBER OF REQUIRED DESIGNATED STALLS FOR LOW-EMITTING, FUEL-EFFICIENT, AND CARPOOL/VANPOOL VEHICLES (PER 2013 CALIFORNIA GREEN BUILDING STANDARDS) = 3. ALSO PROVIDED IS 2 FUTURE EV CHARGING PARKING STALLS.		

PARKING TABLE:	REQUIRED	PROVIDED
STANDARD	30	35
COMPACT (C)	–	–
MOTORCYCLE	–	–
DESIGNATED	3	3
EV CHARGING	2	2
ACCESSIBLE	2	2
TOTAL:	35	40

PARKING IN CENTER:	REMOVED	ADDED
	153	54
FOR RAISING CANE'S		40
FOR TARGET		14

PRIVATE KEYNOTES

1. LANDSCAPE/PLANTER AREA. EXISTING TREES TO REMAIN ALONG STREET FRONTAGES.
2. ELECTRICAL TRANSFORMER.
3. DETECTABLE WARNING TRUNCATED DOMES
4. ACCESSIBLE PATH OF TRAVEL SIGN
5. VALLEY GUTTER
6. CONCRETE CURB
7. 18" WALK OFF CURB
8. ACCESSIBLE PARKING STALL STRIPING
9. DIRECTIONAL MARKING PER PLAN
10. ACCESSIBLE RAMP WITH DETECTABLE WARNING (TRUNCATED DOMES)
11. JOIN EXISTING CURB, CURB & GUTTER, SIDEWALK.
12. "CLEAN AIR/VAN POOL/EV" IN 12" HIGH WHITE LETTERS AT THE END OF PARKING STALL
13. CONCRETE CURB & GUTTER
14. COVERED TRASH ENCLOSURE AND RECYCLING BIN STORAGE
15. STANDARD 90° PARKING STALL STRIPING.
16. MONUMENT SIGN
17. SHORT TERM BIKE RACK
18. LONG TERM BIKE RACK
19. PREVIEW BOARD
20. ORDER BOARD
21. HEADACHE BAR
22. SITE LIGHTING
23. ACCESSIBLE PATH OF TRAVEL STRIPING.
24. ACCESSIBLE PARKING STALL SIGN

PUBLIC IMPROVEMENT KEYNOTES

25. REMOVE, REPLACE, AND RE-PAINT PUBLIC CURB, GUTTER AND SIDEWALK. FINAL SCOPE TO BE DETERMINED BY PUBLIC WORKS INSPECTOR
26. TREES TO PROTECT IN PLACE
27. FIRE HYDRANT TO PROTECT IN PLACE

TITLE REPORT EXCEPTIONS

EASEMENTS ARE PLOTTED HEREON WITH REFERENCE TO SCHEDULE B EXCEPTION NUMBER. EXAMPLE = 2 SCHEDULE B EXCEPTION NUMBER.

13. AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MARCH 23, 1949 AS INSTRUMENT NO. 680 IN BOOK 29582, PAGE 269 OF OFFICIAL RECORDS. (AFFECTS PARCEL 1)

25. AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 07, 2018 AS INSTRUMENT NO. 20181128614 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN (AFFECTS PARCEL 1)

SIGN INFORMATION

- (J) CMUTCD SIGN R1-5A OR R1-5 – "YIELD TO PEDESTRIANS."
- (K) CMUTCD SIGN R5-1 – "DO NOT ENTER."

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
	08/23/2019	1ST PLANNING SUBMITTAL
1	10/23/2019	2ND PLANNING SUBMITTAL
2	05/01/2020	3RD PLANNING SUBMITTAL

DRAWN BY: NC
CHECKED BY: JP
RECOMMENDED: TH

ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER — JOHN A. POLLOCK — RCE NO. 86160 — CIVIL — STATE OF CALIFORNIA

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160 DATE: 5/1/2020 EXP. 12/31/19

CITY OF GARDENA
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE

Raising Cane's Chicken Fingers
W REDONDO BEACH BLVD AND VAN NESS AVE
GARDENA, CA

CITY OF GARDENA

PRELIMINARY SITE PLAN

1 OF 1

PROPOSED CONDITIONS

	LAND AREA (ACRES)	BUILDING AREA (S.F.)	LAND USE	PARKING REQ'D BY GARDENA CITY CODE: 18.40.040	PARKING SPACES REQ'D	PARKING PROVIDED
TARGET STORE (W)	9.86	142,320	RETAIL	1/250	569	392**
RAISING CANE'S (E) – DEVELOPER PARCEL	0.84	3,987**	RESTAURANT	1/100	40	40

* BUILDING SQUARE FOOTAGE AND PARKING COUNT BASED ON THE PARKING DEMAND ASSESSMENT FOR TARGET RETAIL STORE AND PROPOSED RAISING CANE'S AT 2169 REDONDO BEACH BLVD, CITY OF GARDENA, DATED APRIL 13, 2020 BY LINSCOTT, LAW & GREENSPAN, ENGINEERS.
** BUILDING AREA INCLUDES 501 S.F. OF PATIO IN CALCULATIONS
NOTE: A PREVIOUS PARKING VARIANCE GRANTED FOR THE CENTER AS VARIANCE #1-05 UNDER SPR 6-05

2

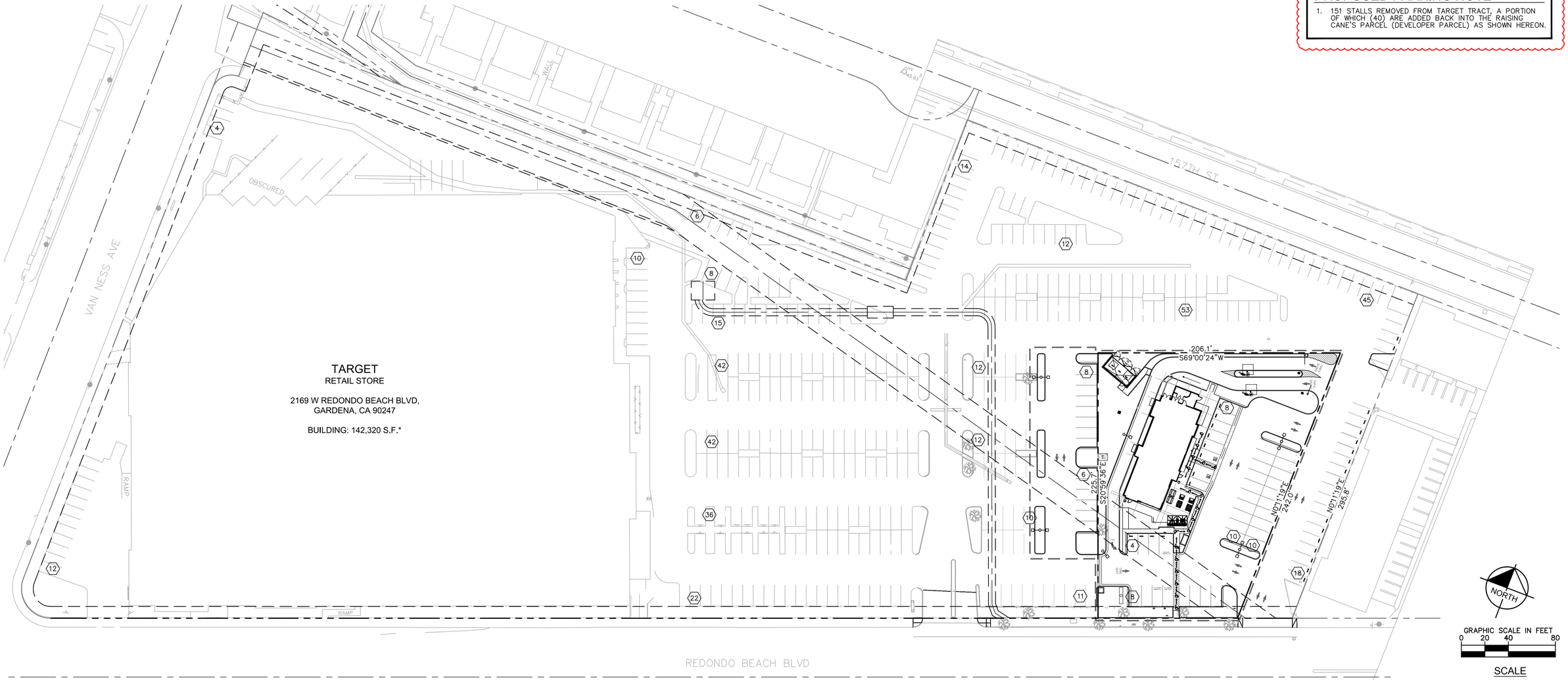
LEGEND

- PROPERTY/RIGHT-OF-WAY LINE
- PROPOSED PARCEL LINE
- EASEMENT LINE
- CENTER LINE
- (X) NUMBER OF PARKING SPACES

2

PROPOSED PARKING NOTE

1. 151 STALLS REMOVED FROM TARGET TRACT, A PORTION OF WHICH (40) ARE ADDED BACK INTO THE RAISING CANE'S PARCEL (DEVELOPER PARCEL) AS SHOWN HEREON.



SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE (24"X36")

Drawing name: C:\Users\droke.moye\appdata\local\temp\AcPublish_7652\Preliminary Site Plan.dwg Preliminary Parking Exhibit May 01, 2020 10:11am by: Drake.Moye

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
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JOHN POLLOCK, R.C.E. NO. 86160 DATE: 5/1/2020 EXP. 12/31/19

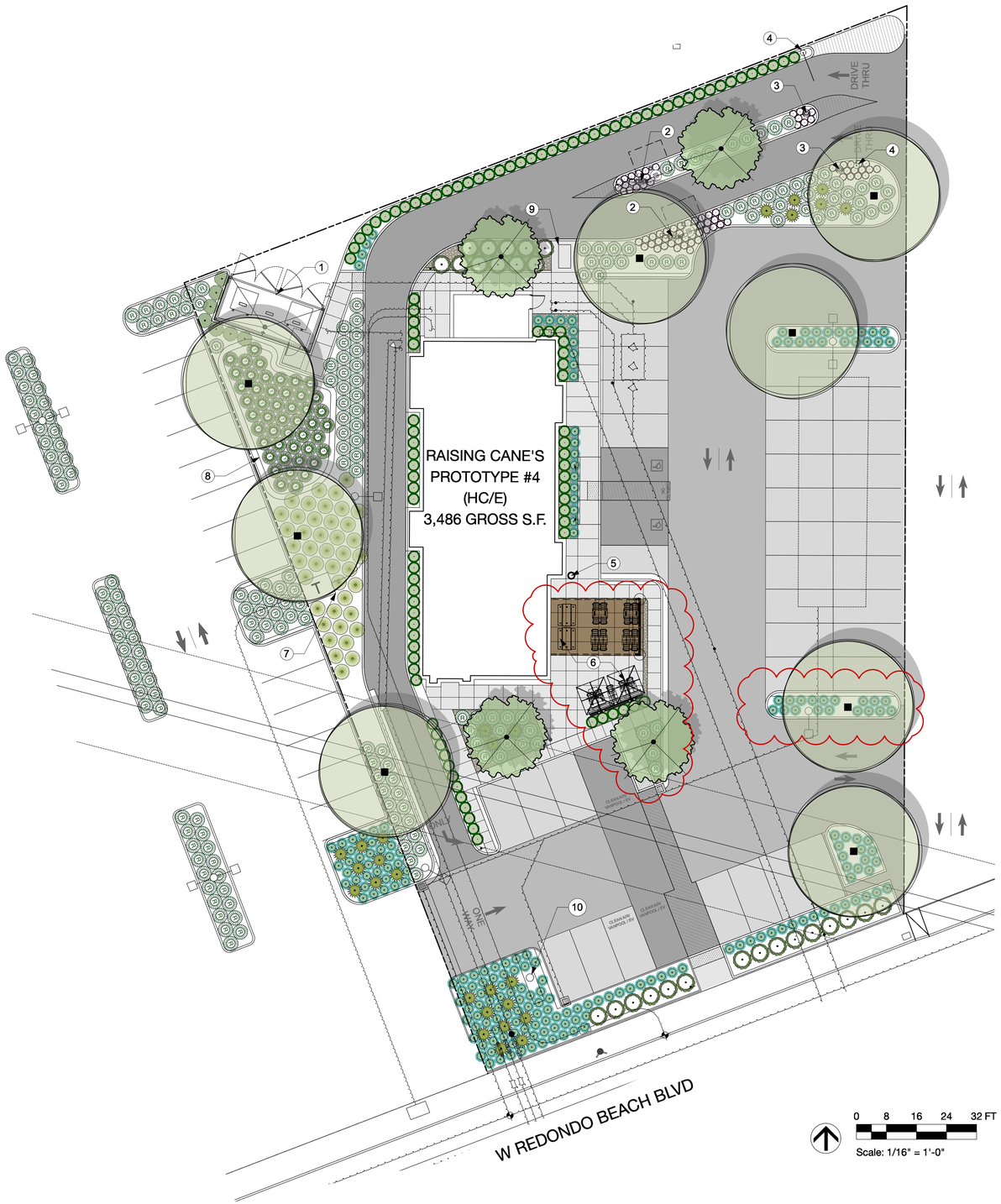
CITY OF GARDENA
APPROVED BY:
CITY ENGINEER RCE # _____ EXP _____ DATE _____

Raising Cane's Chicken Fingers
W REDONDO BEACH BLVD
AND VAN NESS AVE
GARDENA, CA

CITY OF GARDENA

PRELIMINARY PARKING PLAN

1 OF 1



Proposed Notes

1. (P) Trash enclosure per Architect
2. (P) Order board per Architect
3. (P) Pre-order board per Architect
4. (P) Headache bar per Architect
5. (P) Trash bin per Architect
6. (P) Patio furniture per Architect
7. (P) Transformer per Civil
8. (P) Bioretention per Civil
9. (P) Long term bike storage per Civil
10. (P) Monument sign per Architect

Materials Legend

Material		Size	Area
	Direct Colors® integral colored concrete W/ double bladed saw cut joints. Finish: Walnut® #649 or equal	N/A	375 SF
	Natural colored concrete W/ double bladed saw cut joints	N/A	2,392 SF
	Mexican Beach Cobbles	2-3" DIA	765 SF

***Integral Colored Concrete Supplier: Direct Colors https://www.directcolors.com/**

Plant List

Symbols	Botanical Name	Common Name	Size	Qty	Mature Height	Size Width
	Trees					
	Chitalpa 'Pink Dawn' (multi)	Chitalpa	24" Box	4	15 - 35 ft	20 - 30 ft
	Jacaranda mimosifolia	Jacaranda	36" Box	8	15 - 35 ft	20 - 35 ft
	Shrubs					
	Arctostaphylos 'Sunset'	Sunset Manzanita	5 gal	26	4-5 ft.	4-5 ft.
	Rhamnus alaternus	Italian Buckthorn	15 gal	7	12 - 16 ft	6 - 8 ft
	Rhaphiolepis umbellata 'Minor'	Dwarf Yedda Hawthorn	15 gal	105	3 - 5 ft.	36 in. - 4 ft.
	Perennials					
	Chondropetalum tectorum	Small Cape Rush	5 gal	47	3 ft	3 - 4 ft
	Teucrium cosonii	Majorcan Teucrium	1 gal	74	<= 12 in	2 - 3 ft.
	Succulents					
	Agave attenuata	Century Plant	5 gal	27	4 - 5 ft.	6 - 8ft.
	Dasylirion wheeleri	Spoon Yucca	5 gal	42	4 - 6 ft.	3 - 4 ft.
	Grasses					
	Festuca mairei 'Greenlee's Form'	Atlas Fescue	1 gal	207	2.5 ft	3 ft
	Muhlenbergia rigens	Deer Grass	1 gal	193	3 - 5 ft	36 in - 4 ft
	Total			740		

Tree Requirement Calculations per Predevelopment Findings

1. One twenty-four inch box size tree for every ten parking spaces

Project No. 19-03

KIESEL·DESIGN

Kiesel Landscape Architecture Inc.

422 E Main Street
Ventura, CA 93001
(p) 805.947.0730
Jack@kieseldesign.com
CL# 5206

#RC388
Raising Canes Gardena
2169 W Redondo Beach Blvd
Gardena, CA 90247

Revisions:

#	DATE	NAME
	8.26.19	Development Application
	10.24.19	2nd Planning Submittal

LICENSED LANDSCAPE ARCHITECT
Jack Kiesel #5206
Signature
12.31.20
Renewal Date
Date
STATE OF CALIFORNIA

Type: Conceptual

Initial Setup Date:
August 7, 2019

Drawn By:

#	NAME	DATE
	T. Slininger	10/2019

Title:

Conceptual Landscape Plan

Sheet Number:

L0.1

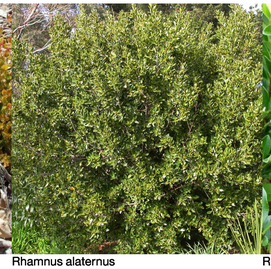
Trees


Chitapla 'Pink Dawn'


Jacaranda mimosifolia

Shrubs


Arctostaphylos Sunset Manzanita


Rhamnus alaternus


Rhaphiolepis umbellata 'Minor'

Succulents


Agave attenuata


Dasylirion wheeleri

Perennials


Chondropetelum tectorum


Teucrium cosonii

Materials


Decomposed Granite


Cobble Border

Grasses


Festuca mairei 'Greenlee's Form'


Muhlenbergia rigens

Project No. 19-03

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Date
STATE OF CALIFORNIA

Type: Conceptual

Initial Setup Date:
August 7, 2019

Drawn By:

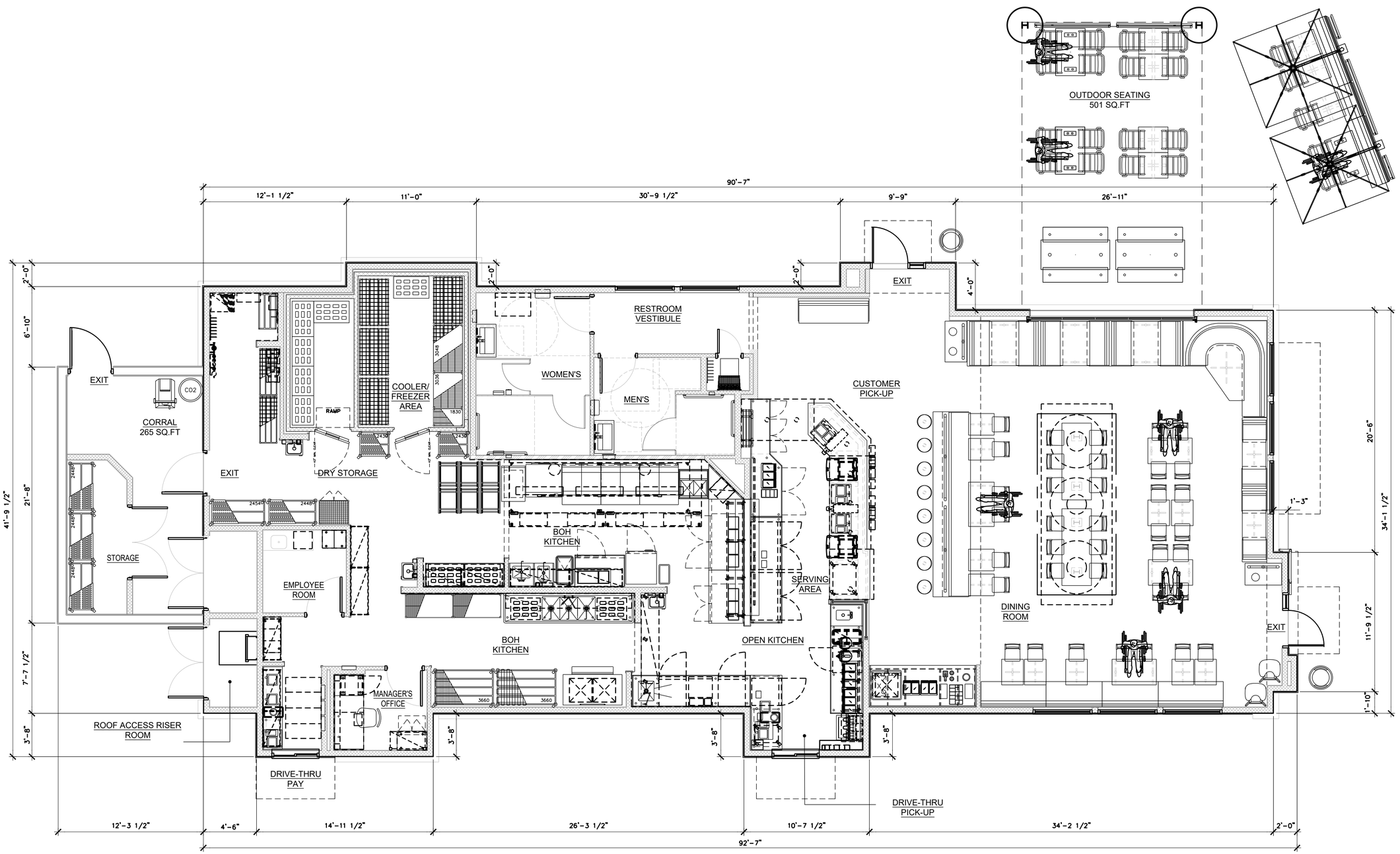
#	NAME	DATE
	T. Slininger	10/2019

Title:

Conceptual Planting Images

Sheet Number:

L0.2



1 FLOOR PLAN
1/4"= 1'-0"
1A1.1

BUILDING AREA: 3,486 S.F.

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2169 W. Redondo Beach Blvd
Gardena, CA 90247
Store #CO388
Prototype 4E HC-B
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 430-7051
jliederman@pmdginc.com
Jeff Liederman, Architect

Prototype Update Phase:	ERD 4.0
Initial Setup Date:	08/07/19
Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

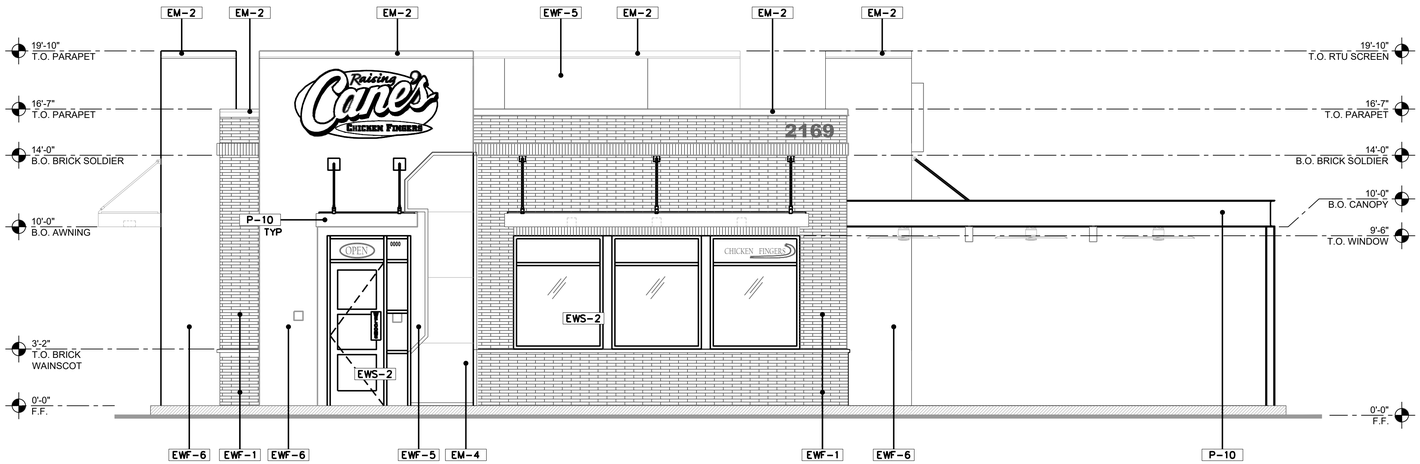
Sheet Title:

CONCEPTUAL FLOOR PLAN

Project Number:	RAC17030.0
Drawn By:	IRVINE

Sheet Number:

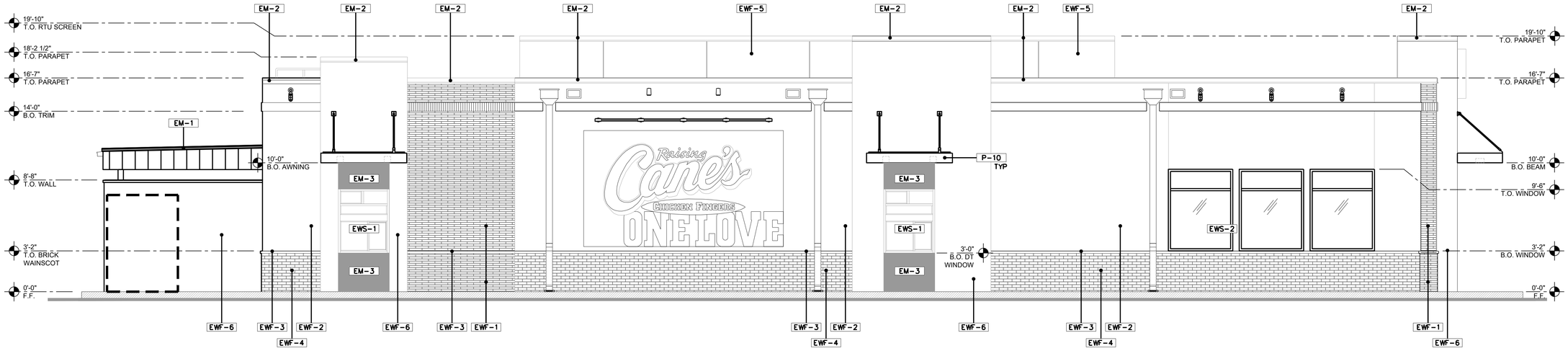
A1.10



1 | EAST ELEVATION

1/4"= 1'-0"

-



2 | SOUTH ELEVATION

1/4"= 1'-0"

-

SCHEDULE OF EXTERIOR FINISHES

KEY	USE	DESCRIPTION
EXTERIOR METALS		
EM-1	METAL ROOF STANDING SEAM 1IN	GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) COLOR: MATTE BLACK
EM-2	METAL BLACK MATTE	METAL GALVANIZED STEEL SHEET W/ KYNAR FINISH (24 GA.) STANDARD COLOR
EM-3	RAW STEEL	EXPOSED WELDS CLEAR COAT FLAT FINISH
EM-4	EXTERIOR METAL (NO. 1 TOWER)	RECLAIMED CARHOOD INSTALLED OVER STUCCO WALL. COLOR RED "VINTAGE"
EXTERIOR WALL FINISHES		
EWF-1	MASONRY NORMAN BRICK MFR: BELDEN MODEL: ROMAN BRICK STANDARD	COLOR MEDIUM RANGE IRON SPOT, FINISH: SMOOTH – MORTAR: SOLOMAN COLORS, INC. 10X, MORTAR JOINT PROFILE: WEATHER-STRUCK. 1/2 RUNNING BOND, REFER TO DETAIL
EWF-2	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "TAMALE" #382, SAND PEBBLE FINISH
EWF-3	CAST STONE WAINSCOT SILL	MARCSTONE 6443– ARCHITECT'S GREY; ALTERNATE: UNITED COMMERCIAL CAST STONE L1 CUSTOM FOR PROJECT
EWF-4	MASONRY: ALAMO BRICK MFR: BORAL MODEL: MODULAR	COLOR: ALAMO, FINISH: SMOOTH– MORTAR: SOLOMAN COLORS, INC. 10X, MORTAR JOINT PROFILE: SACK RUB
EWF-5	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "MOUNTAIN FOG" #382, SAND PEBBLE FINISH
EWF-6	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: "OYSTER" #456, SAND PEBBLE FINISH
EXTERIOR WINDOW SYSTEM		
EWS-1	DRIVE THRU WINDOW (READY ACCESS)	MODEL 275 (M.O.RE.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT.
EWS-2	STOREFRONT, (KAWNEER)	TRIFAB 451 II, BLACK ANODIZED ALUMINUM STOREFRONT, 2" SIGHT LINE
PAINT COLOR		
P-10	PATIO STEEL	BENJAMIN MOORE BLACK LOW LUSTRE (2 COATS REQUIRED)

Raising Cane's CHICKEN FINGERS
Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2169 W. Redondo Beach Blvd
Gardena, CA 90247
Store #CO388
Prototype 4E HC-B
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 430-7051
jliederman@pmdginc.com
Jeff Liederman, Architect

Prototype Update Phase: ERD 4.0

Initial Setup Date: 08/07/19

Project Manager: R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

Sheet Title:

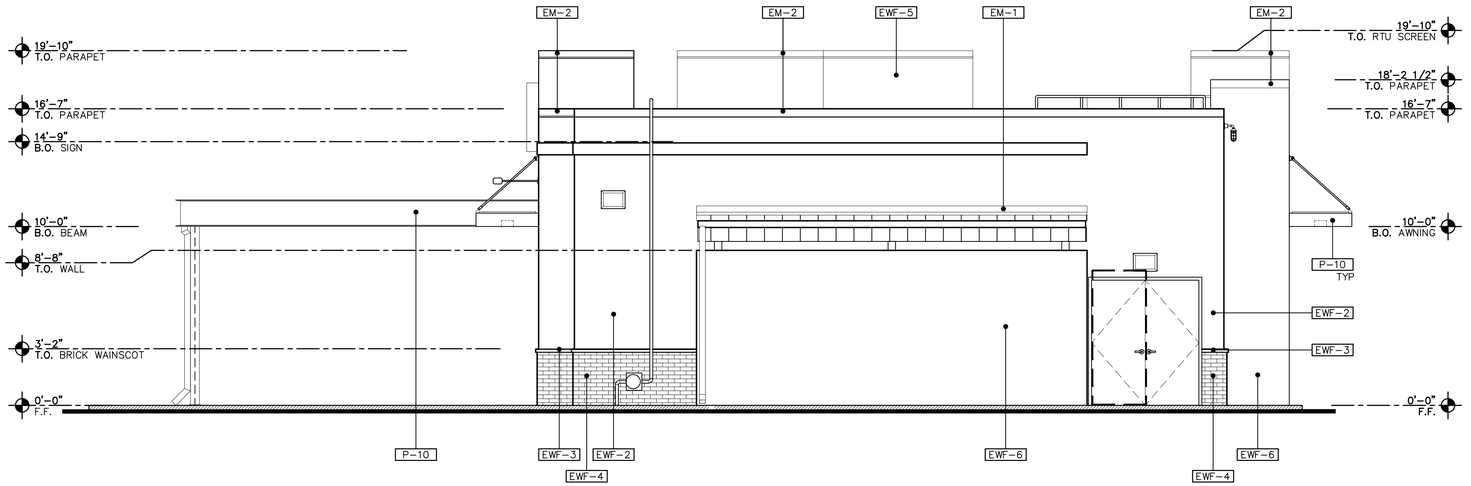
Exterior Elevations

Project Number: RAC17030.0

Drawn By: IRVINE

Sheet Number:

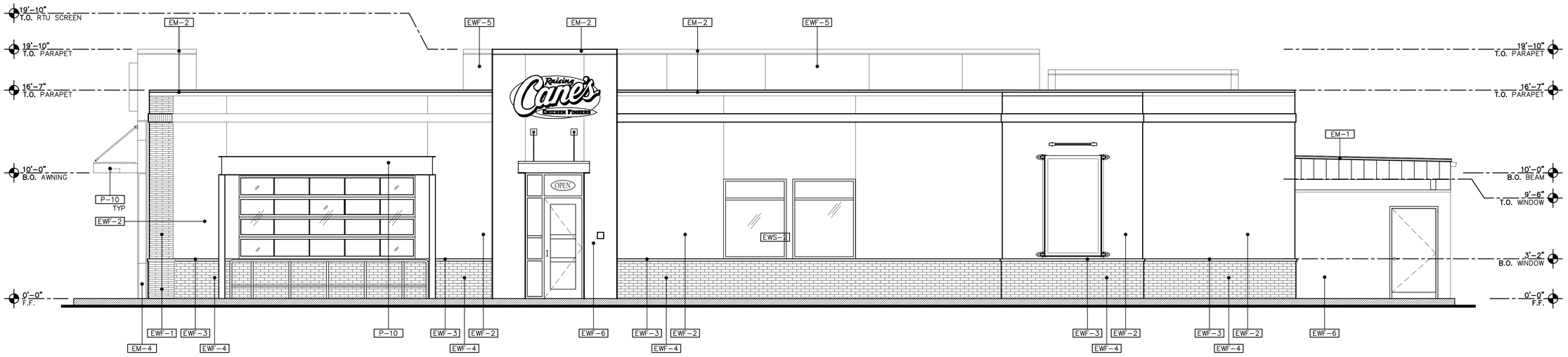
A4.10



1 WEST ELEVATION

1/4"= 1'-0"

-



2 NORTH ELEVATION

1/4"= 1'-0"

-

SCHEDULE OF EXTERIOR FINISHES

KEY	USE	DESCRIPTION
EXTERIOR METALS		
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EXTERIOR WALL FINISHES		
EWF-1	MASONRY NORMAN BRICK MFR: BELDEN MODEL: ROMAN BRICK STANDARD	COLOR MEDIUM RANGE IRON SPOT, FINISH: SMOOTH – MORTAR: SOLOMAN COLORS, INC. 10X, MORTAR JOINT PROFILE: WEATHER-STRUCK. 1/2 RUNNING BOND, REFER TO DETAIL
EWF-2	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "TAMALE" #382, SAND PEBBLE FINISH
EWF-3	CAST STONE WAINSCOT SILL	MARCSTONE 6443– ARCHITECT'S GREY; ALTERNATE: UNITED COMMERCIAL CAST STONE L1 CUSTOM FOR PROJECT
EWF-4	MASONRY: ALAMO BRICK MFR: BORAL MODEL: MODULAR	COLOR: ALAMO, FINISH: SMOOTH– MORTAR: SOLOMAN COLORS, INC. 10X, MORTAR JOINT PROFILE: SACK RUB
EWF-5	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: DRYVIT "MOUNTAIN FOG" #382, SAND PEBBLE FINISH
EWF-6	7/8" INTEGRAL COLOR CEMENT PLASTER	COLOR: "OYSTER" #456, SAND PEBBLE FINISH
EXTERIOR WINDOW SYSTEM		
EWS-1	DRIVE THRU WINDOW (READY ACCESS)	MODEL 275 (M.O.RE.R) DARK BRONZE ANODIZED ALUMINUM STOREFRONT.
EWS-2	STOREFRONT, (KAWNEER)	TRIFAB 451 II, BLACK ANODIZED ALUMINUM STOREFRONT, 2" SIGHT LINE
PAINT COLOR		
P-7	DOOR FRAME	PPG- BLACK MAGIC 1001-7
P-9	DOOR	PPG- GLAZED GRANITE 1011-6
P-10	PATIO STEEL	BENJAMIN MOORE BLACK LOW LUSTRE (2 COATS REQUIRED)

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2169 W. Redondo Beach Blvd
Gardena, CA 90247
Store #CO388
Prototype 4E HC-B
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
SUITE 310
IRVINE, CA 92614
Contact: Jeff Liederman
(949) 430-7051
jliederman@pmdginc.com
Jeff Liederman, Architect

Prototype Update Phase: ERD 4.0

Initial Setup Date: 08/07/19

Project Manager: R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

Sheet Title:

Exterior Elevations

Project Number: RAC17030.0

Drawn By: IRVINE

Sheet Number:

A4.20

1 | 3D RENDERING
NTS
-

Raising Canes Chicken Fingers
Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

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2169 W. Redondo Beach Blvd
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Project Manager:	R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

Sheet Title:

3D RENDERINGS

Project Number:	RAC17030.0
Drawn By:	IRVINE

Sheet Number:

A5.10

1 | 3D RENDERING
NTS
-

Raising Cane's Chicken Fingers
Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2169 W. Redondo Beach Blvd
Gardena, CA 90247
Store #CO388
Prototype 4E HC-B
ERD 4.0

Professional of Record:

PM DESIGN
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38 EXECUTIVE PARK
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Prototype Update Phase: ERD 4.0
Initial Setup Date: 08/07/19
Project Manager: R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

Sheet Title:
3D RENDERINGS

Project Number: RAC17030.0
Drawn By: IRVINE

Sheet Number:
A5.20

2 | 3D RENDERING
NTS
-

3 | 3D RENDERING
NTS
-

1 | 3D RENDERING
NTS
-

Restaurant Support Office
6800 Bishop Road | Plano, TX 75024
Tele: 972-769-3100 Fax: 972-769-3101

Prototype Issue Date: -

Store:

Raising Cane's
2169 W. Redondo Beach Blvd
Gardena, CA 90247
Store #CO388
Prototype 4E HC-B
ERD 4.0

Professional of Record:

PM DESIGN
Architectural Solutions Group
38 EXECUTIVE PARK
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Prototype Update Phase: ERD 4.0
Initial Setup Date: 08/07/19
Project Manager: R.G.

Conceptual Design

Sheet Revisions:

#	Date	Description
	08-26-2019	Development Application

Sheet Title:

3D RENDERINGS

Project Number: RAC17030.0
Drawn By: IRVINE

Sheet Number:

A5.30

LEGEND

- PROPERTY/RIGHT-OF-WAY LINE
- PROPOSED PARCEL LINE
- EASEMENT LINE
- CENTER LINE

TARGET
RETAIL STORE

2169 W REDONDO BEACH BLVD,
GARDENA, CA 90247

BUILDING: 142,320 S.F.*

VAN NESS AVE

157TH ST

REDONDO BEACH BLVD

WALL

OBSCURED

RAMP

RAMP

206.1'
S69°00'24"W

225.7'
S20°59'36"E

N01°11'19"E
242.0'

N01°11'19"E
285.8'

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

SCALE
1" = 20'
WHEN PRINTED AT FULL SIZE
(24"X36")

DIGALERT
DIAL BEFORE YOU DIG — TWO WORKING DAYS BEFORE YOU DIG
TOLL FREE 1-800-227-2600
A PUBLIC SERVICE BY UNDERGROUND SERVICE ALERT

ISSUE	DATE	DESCRIPTION
	08/23/2019	1ST PLANNING SUBMITTAL
1	10/23/2019	2ND PLANNING SUBMITTAL
2	05/01/2020	3RD PLANNING SUBMITTAL

NC
DRAWN BY
JP
CHECKED BY
TH
RECOMMENDED

ENGINEERS SEAL
REGISTERED PROFESSIONAL ENGINEER
JOHN A. POLLOCK
RCE NO. 86160
CIVIL
STATE OF CALIFORNIA

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030

PREPARED UNDER THE DIRECT SUPERVISION OF:
JOHN POLLOCK, R.C.E. NO. 86160
DATE: 5/14/2020
EXP. 12/31/19

CITY OF GARDENA
APPROVED BY:
CITY ENGINEER
RCE # _____ EXP _____
DATE

Raising Cane's Chicken Fingers
W REDONDO BEACH BLVD
AND VAN NESS AVE
GARDENA, CA

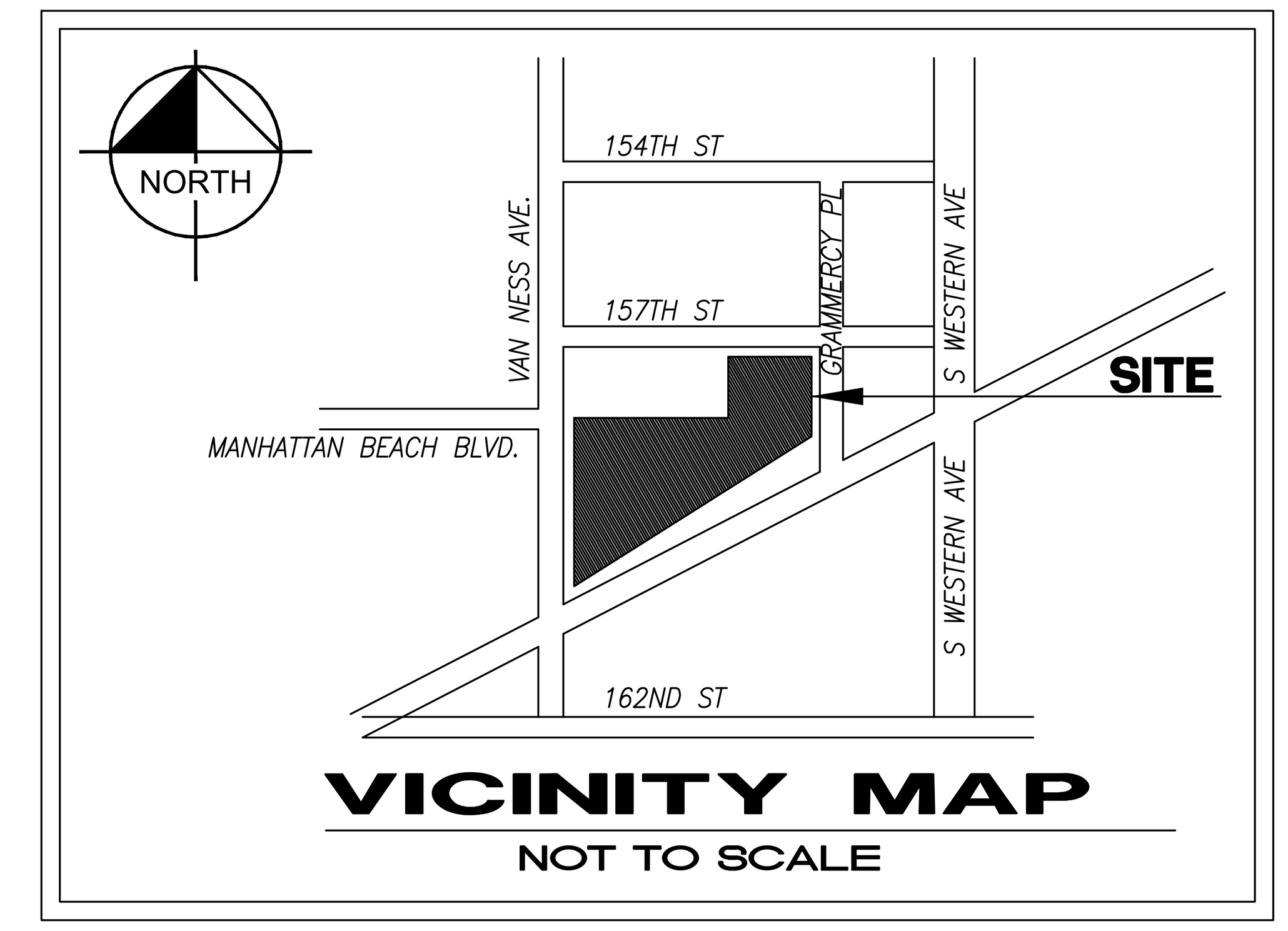
CITY OF GARDENA

TARGET SITE PLAN

1 OF 1

TENTATIVE PARCEL MAP NO. 82825

REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA



EXISTING EASEMENTS:

EASEMENTS ARE PLOTTED HEREON WITH REFERENCE TO SCHEDULE B EXCEPTION NUMBER. EXAMPLE = [12] SCHEDULE B EXCEPTION NUMBER.

1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET.

2. (A) TAXES OR ASSESSMENTS THAT ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; (B) PROCEEDINGS BY A PUBLIC AGENCY THAT MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.

3. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR THAT MAY BE ASSERTED BY PERSONS IN POSSESSION OF THE LAND.

4. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS.

5. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND NOT SHOWN BY THE PUBLIC RECORDS.

6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS.

7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2019-2020, A LIEN NOT YET DUE OR PAYABLE.

8. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019
FIRST INSTALLMENT: $279.03, PAID
PENALTY: $0.00
SECOND INSTALLMENT: $279.02, OPEN
PENALTY: $0.00
TAX RATE AREA: 00576
A.P. NO.: 4063-014-012
(AFFECTS PARCEL 2)

9. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2018-2019.
FIRST INSTALLMENT: $127,922.81, PAID
PENALTY: $0.00
SECOND INSTALLMENT: $127,922.80, OPEN
PENALTY: $0.00
TAX RATE AREA: 00576
A.P. NO.: 4063-014-017
(AFFECTS PARCEL 1)

10. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

11. AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AS BOOK 2135 PAGE 236, OF DEEDS OF OFFICIAL RECORDS.

[THE EXACT LOCATION OF SAID EASEMENT CANNOT BE DETERMINED FROM SAID DOCUMENT]

[12] AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MARCH 23, 1949 AS BOOK 29656, PAGE 76 OF OFFICIAL RECORDS.
(AFFECTS PARCEL 1)

[13] AN EASEMENT FOR PIPE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED MARCH 15, 1949 AS INSTRUMENT NO. 680 IN BOOK 29582, PAGE 269 OF OFFICIAL RECORDS.
(AFFECTS PARCEL 1)

14. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF TRACT NO. 24361 RECORDED SEPTEMBER 08, 1958 AND ON FILE IN BOOK 634, PAGE 86 AND 87, OF TRACT MAPS.
FOR: FUTURE STREET AND INCIDENTAL PURPOSES.

SAID OFFER OF DEDICATION WAS REJECTED.
(AFFECTS PARCEL 2) [BLANKET TO PARCEL 2]

[15] AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED AUGUST 03, 1960 AS BOOK D-933, PAGE 346 OF OFFICIAL RECORDS.
(AFFECTS PARCEL 2)

16. A SUBSURFACE OIL AND GAS LEASE, EXECUTED BY FRANK M. YONEMURA AND SUEKO YONEMURA, HUSBAND AND WIFE, SHIGERU YONEMURA AND JEANNIE S. YONEMURA, HUSBAND AND WIFE AND MASARU YONEMURA, A SINGLE MAN, ALSO KNOWN AS MASARU T. YONEMURA AS LESSOR AND TEXACO, INC., A DELAWARE CORPORATION AS LESSEE, RECORDED OCTOBER 19, 1965 AS BOOK M-2013, PAGE 586 OF OFFICIAL RECORDS, AFFECTING THE LAND LYING BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF, WITHOUT THE RIGHT OF SURFACE ENTRY.
(AFFECTS PARCEL 1)

DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS AFFECTING THE LEASEHOLD ESTATE, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS ARE NOT SHOWN HEREIN.

[NO PLOTTABLE EASEMENTS]

[17] A COVENANT AND AGREEMENT:
EXECUTED BY: LUCKY STORES, INC.
IN FAVOR OF: CITY OF GARDENA
RECORDED: MARCH 3, 1969, AS INSTRUMENT NO. 3356, IN BOOK M-3132 PAGE 211, OFFICIAL RECORDS.

WHICH, AMONG OTHER THINGS, PROVIDES: "A YARD OF 60 FEET IN WIDTH, UNOBSTRUCTED FROM GROUND TO SKY, AS THEREIN SET FORTH.

18. AN EASEMENT FOR POLE LINES AND CONDUITS AND INCIDENTAL PURPOSES IN THE DOCUMENT RECORDED JANUARY 05, 1970 AS INSTRUMENT NO. 2626 OF OFFICIAL RECORDS. [DOCUMENT IS ILLEGIBLE]

19. SURVEY PREPARED BY (UNDISCLOSED), DATED (UNDISCLOSED), UNDER JOB NO. (UNDISCLOSED), SHOWS THE FOLLOWING:

AN ENCROACHMENT OF IMPROVEMENTS ON SAID LAND, DISCLOSED BY A SURVEY OR INSPECTION OF SAID LAND,ONTO THE EASEMENT SHOWN AS,

EXCEPTION NO. : 18.
CONSISTING OF: RETAIL SALE BUILDING AND CONCRETE GUTTER AS SHOWN ON A SURVEY OF SAID LAND, AS DISCLOSED BY PRIOR TITLE EVIDENCE.

20. SURVEY PREPARED BY (UNDISCLOSED), DATED (UNDISCLOSED), UNDER JOB NO. (UNDISCLOSED), SHOWS THE FOLLOWING:

AN ENCROACHMENT OF IMPROVEMENTS ON SAID LAND, DISCLOSED BY A SURVEY OR INSPECTION OF SAID LAND, ONTO THE EASEMENT SHOWN AS,

EXCEPTION NO. : 12 AND 13.
CONSISTING OF: CONCRETE GUTTERS, CONCRETE CURB, PLANTERS, GAS STATION PUMP ISLES, LIGHT STANDARD AS SHOWN ON A SURVEY OF SAID LAND, AS DISCLOSED BY PRIOR TITLE EVIDENCE.

21. SURVEY PREPARED BY (UNDISCLOSED), DATED (UNDISCLOSED), UNDER JOB NO. (UNDISCLOSED), SHOWS THE FOLLOWING:

AN ENCROACHMENT OF IMPROVEMENTS LOCATED ON SAID LAND, DISCLOSED BY A SURVEY OR INSPECTION OF SAID LAND, ONTO THE

STREET OR ALLEY: VAN NESS AVENUE. ADJOINING ON THE: WEST.
CONSISTING OF: CONCRETE BLOCK WALL, AS SHOWN ON A SURVEY OF SAID LAND, AS DISCLOSED BY PRIOR TITLE EVIDENCE.

22. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ACCEPTANCE OF TERMS, COVENANTS AND CONDITIONS" RECORDED JULY 09, 2004 AS INSTRUMENT NO. 04 1758724 OF OFFICIAL RECORDS.
[NO PLOTTABLE EASEMENTS]

23. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ACCEPTANCE OF TERMS, COVENANTS AND CONDITIONS" RECORDED DECEMBER 16, 2005 AS INSTRUMENT NO. 05 3106446 OF OFFICIAL RECORDS.
[NO PLOTTABLE EASEMENTS]

[24] AN EASEMENT FOR INGRESS, EGRESS, INCLUDING THE RIGHT TO REMOVE ANY IMPROVEMENTS, TREES, SHRUBS AND OTHER GROWTH THEREON, AND AT ANY TIME TO LOCATE, RELOCATE, CONSTRUCT, RECONSTRUCT, MAINTAIN, OPERATE, RENEW, ENLARGE, REMOVE AND REPLACE A LINE OR LINES OF PIPE FOR WATER TRANSPORTATION AND ROAD PURPOSES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 06, 2007 AS INSTRUMENT NO. 20070256553 OF OFFICIAL RECORDS.
IN FAVOR OF: THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, A PUBLIC CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL 1)

[25] AN EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 07, 2018 AS INSTRUMENT NO. 20181128614 OF OFFICIAL RECORDS.
IN FAVOR OF: SOUTHERN CALIFORNIA EDISON COMPANY, A CALIFORNIA CORPORATION
AFFECTS: AS DESCRIBED THEREIN
(AFFECTS PARCEL 1)

26. A LIEN FOR UNSECURED PROPERTY TAXES, EVIDENCED BY A CERTIFICATE RECORDED BY THE TAX COLLECTOR OF LOS ANGELES COUNTY, RECORDED DECEMBER 13, 2018, AS INSTRUMENT NO. 20181262714 OF OFFICIAL RECORDS.
FOR: TARGET CORPORATION DBA TARGET STORE #8026
YEAR & NO.: 18/40731802
FOR: $934.83, AND ANY OTHER AMOUNTS DUE THEREUNDER.

[NO PLOTTABLE EASEMENTS]

27. A LIEN FOR UNSECURED PROPERTY TAXES, EVIDENCED BY A CERTIFICATE RECORDED BY THE TAX COLLECTOR OF LOS ANGELES COUNTY, RECORDED DECEMBER 13, 2018, AS INSTRUMENT NO. 20181262716 OF OFFICIAL RECORDS.
FOR: TARGET CORPORATION DBA TARGET WAREHOUSE SHIPPING
YEAR & NO.: 18/40731818
FOR: $1,283.43, AND ANY OTHER AMOUNTS DUE THEREUNDER.

[NO PLOTTABLE EASEMENTS]

28. ANY CLAIM THAT THE TITLE IS SUBJECT TO A TRUST OR LIEN CREATED UNDER THE PERISHABLE AGRICULTURAL COMMODITIES ACT, 1930 (7 U.S.C. §§499A, ET SEQ.) OR THE PACKERS AND STOCKYARDS ACT (7 U.S.C. §§181 ET SEQ.) OR UNDER SIMILAR STATE LAWS.

29. ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH WOULD BE DISCLOSED BY A CORRECT ALTA/NSPS SURVEY.

30. WE FIND NO OUTSTANDING VOLUNTARY LIENS OF RECORD AFFECTING SUBJECT PROPERTY. AN INQUIRY SHOULD BE MADE CONCERNING THE EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY.

31. RIGHTS OF PARTIES IN POSSESSION.

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF GARDENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

PARCEL 1, IN THE CITY OF GARDENA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 447, FILED IN BOOK 18 PAGE 11 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT THAT PORTION OF SAID PARCEL 1, DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY NORTHWEST CORNER OF SAID PARCEL 1; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.00 FEET; THENCE SOUTHERLY PARALLEL WITH THE WESTERLY LINE OF SAID PARCEL 1 TO THE INTERSECTION WITH A LINE PARALLEL WITH AND DISTANT 54.00 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES, FROM A STRAIGHT LINE CONNECTING THE MOST EASTERLY CORNER OF LOT 18 OF TRACT NO. 24361, AS PER MAP RECORDED IN BOOK 634 PAGES 86 AND 87 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AND A POINT IN THE CENTER LINE OF VAN NESS AVENUE, AS SHOWN ON SAID LAST MENTIONED MAP, BEING 17.00 FEET NORTHERLY, MEASURED ALONG SAID CENTER LINE FROM THE INTERSECTION OF SAID CENTER LINE WITH THE CENTER LINE OF MANHATTAN BEACH BOULEVARD, AS SHOWN ON SAID LAST MENTIONED MAP, SAID POINT ON LAST MENTIONED PARALLEL LINE ALSO BEING THE BEGINNING OF TANGENT CIRCULAR CURVE CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 17.00 FEET AND A CENTRAL ANGLE OF 94 DEGREES 51' 52", SAID CURVE ALSO BEING TANGENT AT ITS SOUTHERLY END TO THE WESTERLY LINE OF SAID PARCEL 1; THENCE SOUTHWESTERLY ALONG SAID CURVE, AN ARC DISTANCE OF 28.15 FEET TO SAID POINT OF TANGENCY IN THE WESTERLY LINE OF SAID PARCEL 1; THENCE NORTHERLY ALONG SAID LAST MENTIONED WESTERLY LINE TO THE POINT OF BEGINNING.

ALSO EXCEPT FROM THE LAND THEREIN DESCRIBED ALL OIL, GAS, MINERALS, COAL, HYDROCARBON SUBSTANCES AND KINDRED SUBSTANCES, LYING BELOW A DEPTH OF 500 FEET MEASURED VERTICALLY FROM THE SURFACE OF SAID LAND WITHOUT RIGHT OF ENTRY TO THE SURFACE OR SUBSURFACE OF SAID LAND ABOVE A DEPTH OF 500 FEET, AS RESERVED BY SHIGERU, YONEMURA, ET AL., IN DEED RECORDED JANUARY 3, 1969 AS INSTRUMENT NO. 1897 IN BOOK D 4241 PAGE 578, OFFICIAL RECORDS.

BASIS OF BEARINGS:

THE BEARING OF NORTH 69°00'24" EAST, BEING THE CENTERLINE OF REDONDO BEACH BLVD., AS SHOWN A MAP FILED IN BOOK 239, PAGES 2 THROUGH 4, INCLUSIVE, OF RECORDS OF SURVEY, RECORDS OF LOS ANGELES COUNTY, STATE OF CALIFORNIA, WAS USED AS THE BASIS OF BEARINGS FOR THIS MAP.

OWNER

JAMES L. TUCKER
SENIOR DIRECTOR OF REAL ESTATE
TARGET CORPORATION
(612) 761 - 2395

APPLICANT

KRISTEN ROBERTS
PROPERTY DEVELOPMENT MANAGER
RAISING CANE'S RESTAURANTS, LLC
6800 BISHOP ROAD
PLANO, TX 75024
(972) 769 - 3395

SURVEYOR

PETER E. WEILBACHER, P.L.S
PBLA SURVEYING, INC.
981 CORPORATE CENTER DRIVE, SUITE 150
POMONA, CA 91768
(888) 714 - 9642

CIVIL ENGINEER

JOHN POLLOCK, P.E.
KIMLEY-HORN AND ASSOCIATES, INC.
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 786 - 6125

ENGINEER OF RESPONSIBLE CHARGE

KIMLEY-HORN AND ASSOCIATES, INC.
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
TELEPHONE:(714) 786-6125
EMAIL: JOHN.POLLOCK@KIMLEY-HORN.COM

REGISTERED PROFESSIONAL ENGINEER JOHN A. POLLOCK RCE NO. 86160 CIVIL STATE OF CALIFORNIA

5/14/2020

JOHN POLLOCK, PE
R.C.E. 86160 | *DATE* | *ENGINEER'S SEAL*

ZONING INFORMATION

ZONE: C3 - GENERAL COMMERCIAL
ALL SITE RESTRICTIONS WERE OBTAINED PER CITY OF GARDENA PLANNING DEPARTMENT

ZONE - C3	
CURRENT SETBACK INFORMATION	
LOT AREA (MIN)	7,500 SQ. FEET MIN
LOT WIDTH (MIN)	50 FT (AT BUILDING LINE)
LOT DEPTH (MIN)	150 FT
SETBACKS	
FRONT YARD (MIN)	10 FT
SIDE YARD (MIN)	10 FT (5 FT IF ABUTTING R-ZONE
REAR (MIN)	10 FT
BUILDING HEIGHT (MAX)	2.5 STORIES (NOT TO EXCEED 35 FT)
FLOOR-AREA RATIO	0.50

REFERENCES

R1 INDICATES RECORD DATA PER MP NO. 447, PM BOOK 18, PAGE 11.
R2 INDICATES RECORD DATA PER RS BOOK 239, PAGES 2-4.
R3 INDICATES RECORD DATA PER LOS ANGELES COUNTY PWFB 0719/1277.
R4 INDICATES RECORD DATA PER LOS ANGELES COUNTY PWFB 0719/1227.
R5 INDICATES RECORD DATA PER CITY OF GARDENA TIES FOR 157TH ST. AND GRAMMERCT PL. AT PAGES 12-13.

PROJECT NARATIVE:

THE PROPOSED PROJECT IS A TENTATIVE PARCEL MAP FOR THE PURPOSE OF SUBDIVIDING THE ONE EXISTING PARCEL INTO TWO PARCELS.

PARCEL SUMMARY:

PARCEL 1:	376,025 S.F.	8.63 AC GROSS
PARCEL 2:	36,638 S.F.	0.84 AC GROSS
TOTAL:	412,663 S.F.	9.47 AC GROSS

SITE INFORMATION:

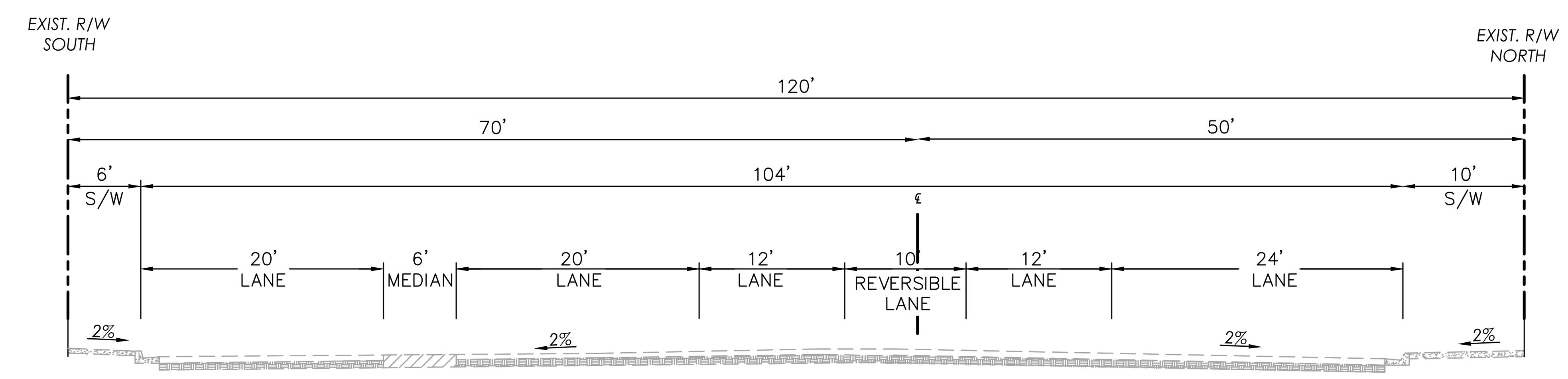
SITE ADDRESS: REDONDO BEACH BLVD, GARDENA, CA
APN: 4063-014-017
GROSS SITE AREA: 9.47 ACRES

NUMBER OF EXISTING LOTS: 1
NUMBER OF PROPOSED LOTS: 2

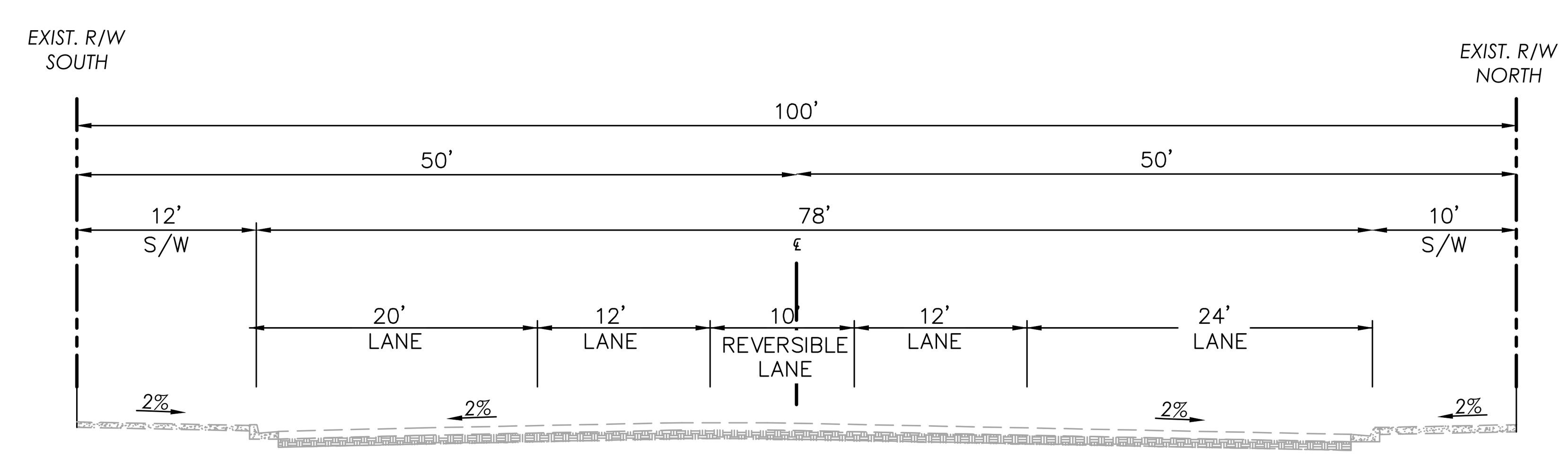
LEGEND AND ABBREVIATIONS

PROPERTY LINE (PROPOSED)
PROPERTY LINE (EXISTING)
TPM BOUNDARY LINE
EASEMENT / SETBACK
EASEMENT CENTERLINE
STREET CENTERLINE

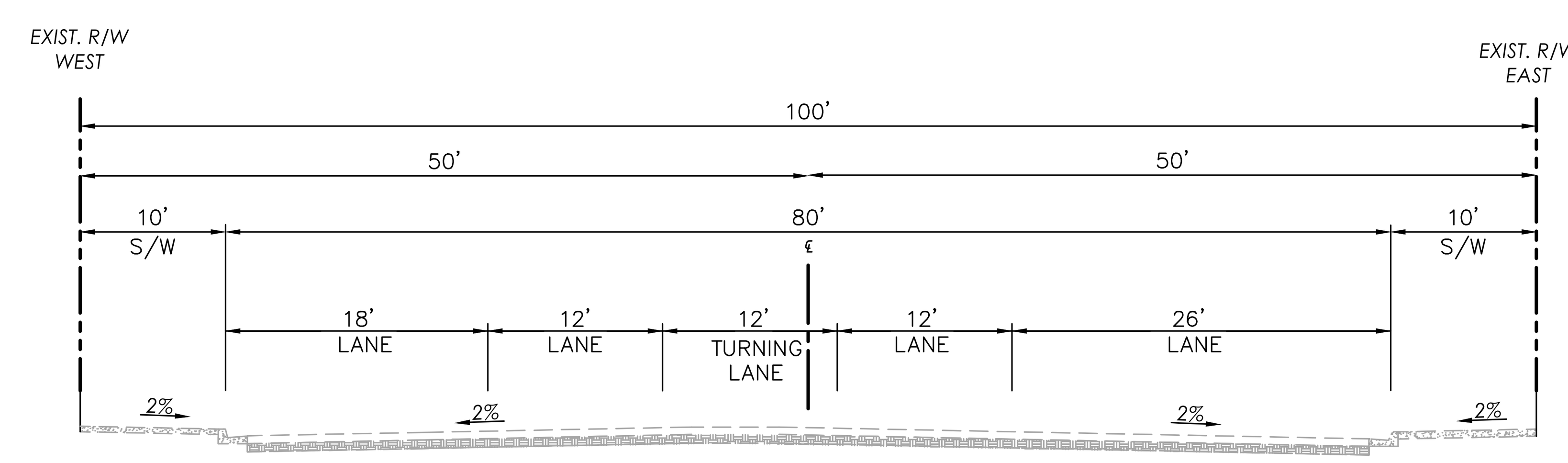
S	- SOUTH	S'LY	- SOUTHERLY
N	- NORTH	CL	- CENTERLINE
W	- WEST	TYP	- TYPICAL
E	- EAST	PTR	- PER PRELIMINARY TITLE REPORT
S'LY	- SOUTHERLY	APN	- ASSESSOR'S PARCEL NUMBER
S'LY	- SOUTHERLY		
S'LY	- SOUTHERLY		



REDONDO BEACH BOULEVARD
N.T.S.



REDONDO BEACH BOULEVARD
N.T.S.



VAN NESS AVENUE
N.T.S.

ISSUE	DATE	DESCRIPTION

NC
DRAWN BY
JP
CHECKED BY
TH
RECOMMENDED

Kimley»Horn
765 THE CITY DRIVE, SUITE 200
ORANGE, CA 92868
(714) 939-1030

CITY OF GARDENA
PLANNING DEPARTMENT
APPROVED BY:
CITY OF GARDENA DATE
REVIEWED AND RECOMMENDED BY: DATE

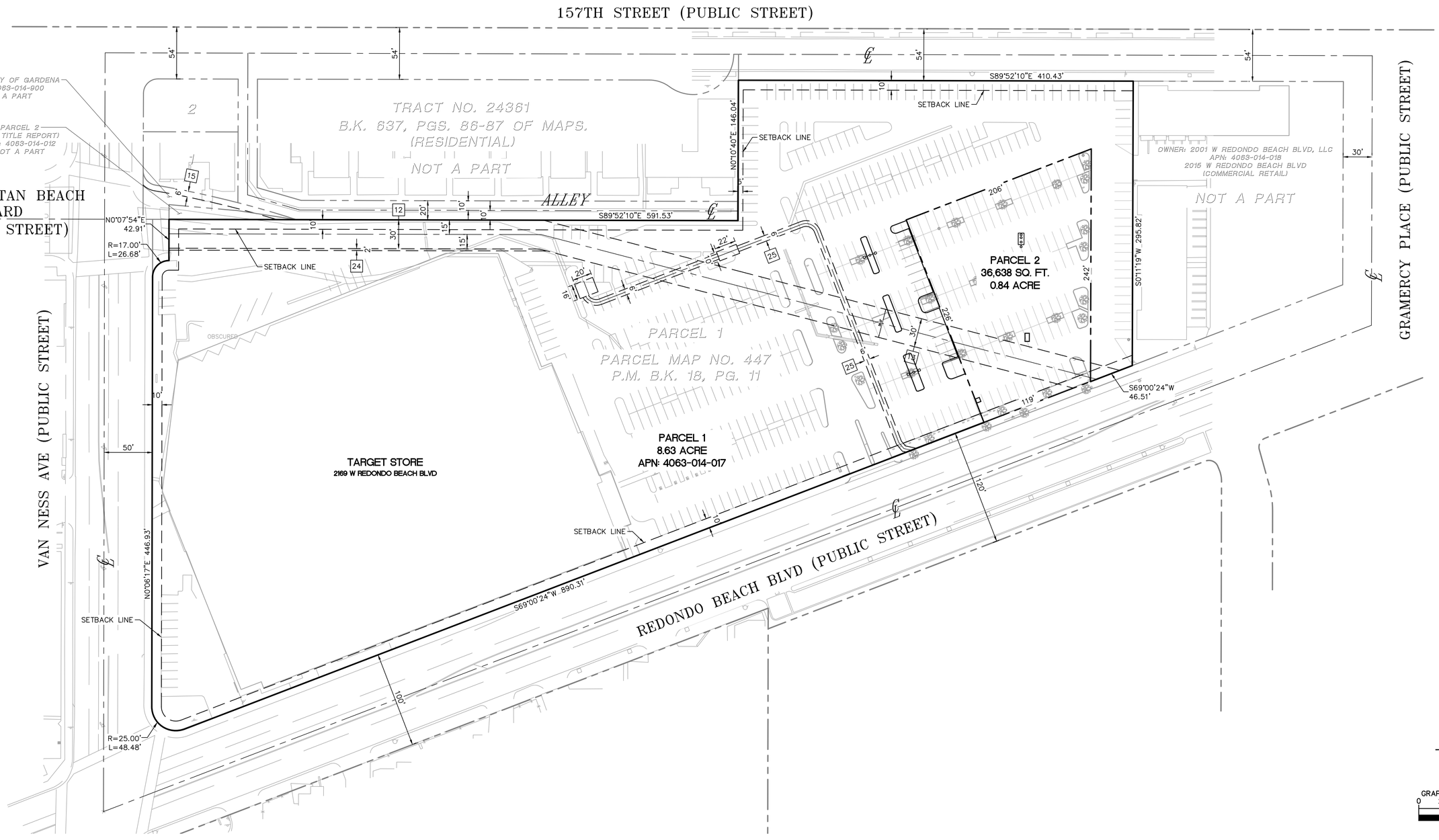
REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA

CITY OF GARDENA
COVER SHEET
TENTATIVE PARCEL MAP NO. 082825

CITY OF GARDENA PROJECT NO.

TENTATIVE PARCEL MAP NO. 82825

REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA



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ORANGE, CA 92868
(714) 939-1030

CITY OF GARDENA
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CITY OF GARDENA — DATE
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REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA

CITY OF GARDENA

TENTATIVE PARCEL MAP

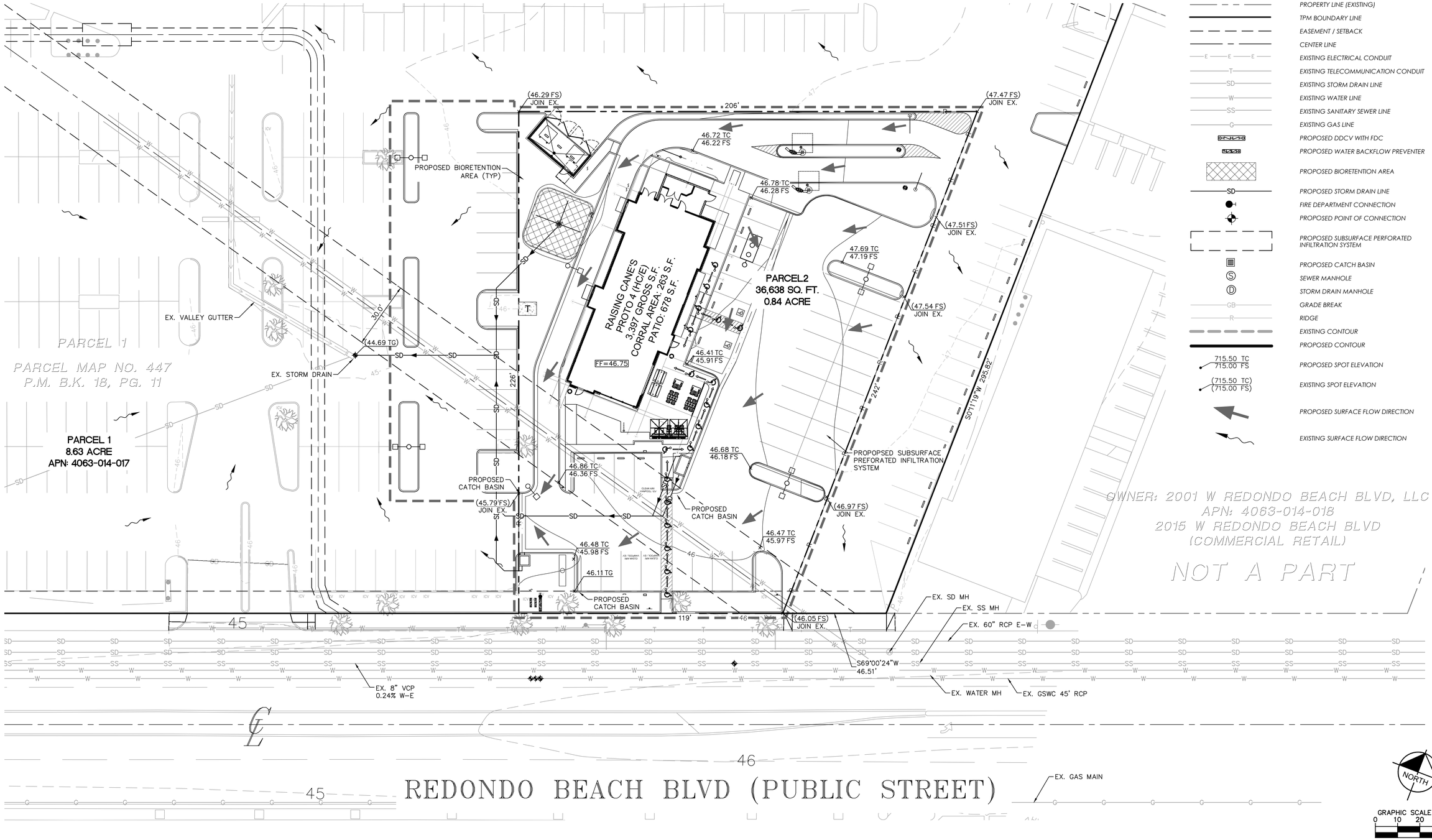
TENTATIVE PARCEL MAP NO. 082825

2 OF 4

CITY OF GARDENA PROJECT NO.

TENTATIVE PARCEL MAP NO. 82825

REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA



OWNER: 2001 W REDONDO BEACH BLVD, LLC
APN: 4063-014-018
2015 W REDONDO BEACH BLVD
(COMMERCIAL RETAIL)

NOT A PART

LEGEND

- PROPERTY LINE (PROPOSED)
- PROPERTY LINE (EXISTING)
- TPM BOUNDARY LINE
- EASEMENT / SETBACK
- CENTER LINE
- EXISTING ELECTRICAL CONDUIT
- EXISTING TELECOMMUNICATION CONDUIT
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS LINE
- PROPOSED DDCV WITH FDC
- PROPOSED WATER BACKFLOW PREVENTER
- PROPOSED BIORETENTION AREA
- PROPOSED STORM DRAIN LINE
- FIRE DEPARTMENT CONNECTION
- PROPOSED POINT OF CONNECTION
- PROPOSED SUBSURFACE PERFORATED INFILTRATION SYSTEM
- PROPOSED CATCH BASIN
- SEWER MANHOLE
- STORM DRAIN MANHOLE
- GRADE BREAK
- RIDGE
- EXISTING CONTOUR
- PROPOSED CONTOUR
- 715.50 TC / 715.00 FS — PROPOSED SPOT ELEVATION
- (715.50 TC) / (715.00 FS) — EXISTING SPOT ELEVATION
- PROPOSED SURFACE FLOW DIRECTION
- EXISTING SURFACE FLOW DIRECTION

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

ISSUE	DATE	DESCRIPTION

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CITY OF GARDENA
PLANNING DEPARTMENT
APPROVED BY:
CITY OF GARDENA — DATE
REVIEWED AND RECOMMENDED BY: — DATE

Raising Cane's Chicken Fingers
REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA

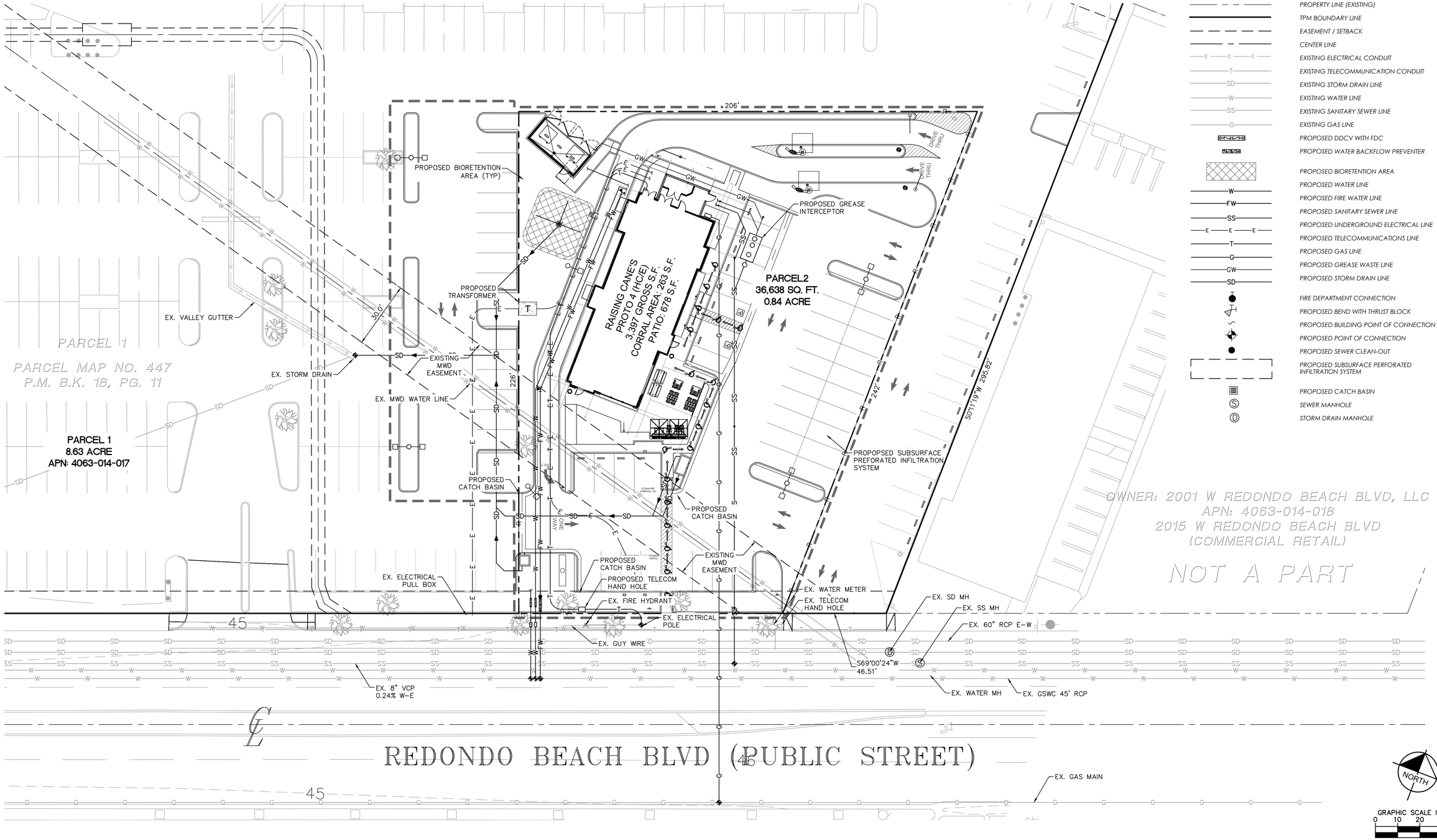
CITY OF GARDENA

PRELIMINARY GRADING AND DRAINAGE PLAN
TENTATIVE PARCEL MAP NO. 082825

3 OF 4
CITY OF GARDENA PROJECT NO.

TENTATIVE PARCEL MAP NO. 82825

REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA



LEGEND

- PROPERTY LINE (PROPOSED)
- PROPERTY LINE (EXISTING)
- TPM BOUNDARY LINE
- EASEMENT / SETBACK
- CENTER LINE
- EXISTING ELECTRICAL CONDUIT
- EXISTING TELECOMMUNICATION CONDUIT
- EXISTING STORM DRAIN LINE
- EXISTING WATER LINE
- EXISTING SANITARY SEWER LINE
- EXISTING GAS LINE
- PROPOSED DDCV WITH FDC
- PROPOSED WATER BACKFLOW PREVENTER
- PROPOSED BIORETENTION AREA
- PROPOSED WATER LINE
- PROPOSED FIRE WATER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED UNDERGROUND ELECTRICAL LINE
- PROPOSED TELECOMMUNICATIONS LINE
- PROPOSED GAS LINE
- PROPOSED GREASE WASTE LINE
- PROPOSED STORM DRAIN LINE
- FIRE DEPARTMENT CONNECTION
- PROPOSED BEND WITH THRUST BLOCK
- PROPOSED BUILDING POINT OF CONNECTION
- PROPOSED POINT OF CONNECTION
- PROPOSED SEWER CLEAN-OUT
- PROPOSED SUBSURFACE PERFORATED INFILTRATION SYSTEM
- PROPOSED CATCH BASIN
- SEWER MANHOLE
- STORM DRAIN MANHOLE

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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Raising Cane's Chicken Fingers
REDONDO BEACH BLVD & VAN NESS AVE
GARDENA, CA

CITY OF GARDENA

PRELIMINARY
UTILITY PLAN
TENTATIVE PARCEL MAP NO. 082825

4 OF 4
CITY OF GARDENA PROJECT NO.

MEMORANDUM

To:	Ms. Amanda Acuna City of Gardena Department of Community Development	Date:	April 13, 2020
From:	Clare M. Look-Jaeger, P.E. Chin S. Taing, PTP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-20-4380-1
Subject:	Parking Demand Assessment for Target Retail Store and Proposed Raising Cane's Restaurant at 2169 Redondo Beach Boulevard, City of Gardena		

LINSCOTT LAW & GREENSPAN engineers

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Transportation
Parking

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize the parking demand assessment associated with the Raising Cane's restaurant proposed to be located on a portion of an existing Target retail store parking lot located at 2169 West Redondo Beach Boulevard in the City of Gardena, California. This parking demand analysis has been prepared to determine if a sufficient number of on-site parking spaces exist to adequately accommodate the future peak parking demand following the occupancy of the Target retail store as well as the conversion of a portion of the parking lot to be occupied by the proposed Raising Cane's fast-food restaurant.

As such, a parking demand study was required as part of the approval process for the proposed project. This memorandum provides an assessment of the following:

- A description of the existing and proposed site conditions, including a review of the existing on-site parking supply;
- A review of the project description as it pertains to the proposed fast-food restaurant and the changes to the overall site-wide future parking supply;
- Off-street parking requirements applicable to the proposed Raising Cane's restaurant in combination with the existing Target retail store for the overall site pursuant to the City of Gardena Municipal Code;
- A review of the observed weekday and weekend parking demands of the existing Target patrons and non-Target patrons by each area of the parking lot;
- A forecast of the future parking demand based on observations of existing parking demand at the existing Target retail site and supplemented by data contained in the third edition of the *Shared Parking* manual published by the Urban Land Institute (ULI) for the proposed fast-food restaurant use.
- A conclusion regarding adequacy of the future parking supply to accommodate the forecast future peak parking demand with the occupancy of the proposed fast-food restaurant and Target retail store.

LINSCOTT LAW & GREENSPAN engineers

Existing Conditions and Parking Supply

The existing Target retail store is located at 2169 West Redondo Beach Boulevard along the north side of Redondo Beach Boulevard, just east of Van Ness Avenue in the City of Gardena. The project site and general vicinity is illustrated in ***Figure 1***. The project site is generally bounded by Redondo Beach Boulevard to the south, existing residential uses and 157th Street to the north, Van Ness Avenue to the west, and an existing commercial center to the east. ***Figure 2*** provides an aerial illustration of the project site as well as the access points to the on-site surface parking areas.

Existing Parking Supply

As shown in *Figure 2*, on-site parking spaces are currently provided in various parking areas located throughout the site, predominantly east of the Target building. For ease of referencing, the parking areas are denoted as seven (7) separate areas (i.e., noted as Parking Areas A through F). Parking Area E2 includes the parking spaces located within the footprint proposed for the Raising Cane's restaurant pad. Based on LLG's field inventory of the on-site parking supply and as shown in *Figure 2*, a total of 529 striped parking spaces (i.e., 505 standard spaces, 5 truck spaces, 12 accessible spaces, 4 reserved spaces, and 3 electric vehicle spaces) is currently provided site-wide within the parking areas. An adjacent shopping center located to the east of the parking lot also has access to the Target parking lot although no easement/parking agreement currently exists between the two parcels. Existing tenants within the adjacent center include a mixture of restaurant, retail, nail salon, bank, and karaoke uses.

On-street parking is generally not permitted on the north side of Redondo Beach Boulevard and the east side of Van Ness Avenue along the property frontages (i.e., no stopping anytime signage is posted).

Project Description

The proposed project consists of the subdivision of an existing parking lot currently utilized by a 142,320 square-foot Target retail store for the construction of a 3,486 square-foot Raising Cane's fast-food restaurant with a 501 square-foot patio dining area and drive-through lane. The project site plan is illustrated in ***Figure 3***. The existing site currently provides 529 on-site surface parking spaces. As shown in *Figure 3*, the future parking supply would result in a total of 432 spaces due to the elimination of the current 151 spaces in Parking Area E2 and the addition of 54 new parking spaces within the area of the proposed fast-food restaurant pad.

Parking Calculation Per City of Gardena Municipal Code

A calculation of the Code parking requirement was prepared in accordance with the City of Gardena Municipal Code off-street parking requirements (Section 18.40.040, Number of Parking Spaces Required). In accordance with the Municipal Code parking regulations, the parking requirements applicable to the existing site and proposed fast-food restaurant are as follows:

- Shopping center: (75,000 to 500,000 sf) — One space per 250 square feet of gross floor area
- Fast-Food Restaurant: — One space for every 100 square feet of gross floor area, minimum of ten spaces.

Source: City of Gardena Municipal Code (Section 18.40.040), current through Ordinance 1775, passed February 14, 2017.

Based on the total square footage of the existing Target retail store and the proposed Raising Cane's fast food restaurant (including the patio dining area) as provided, a total of 609 parking spaces would be required site-wide through strict application of City Code as summarized below and in ***Table 1***.

Target Retail Store:	142,320 SF x 1.0 space/250 SF	= 569 spaces
Fast-Food Restaurant:	3,987 SF x 1.0 space/100 SF	= 40 spaces
Total City Code Required Parking		= 609 spaces

When comparing the City Code parking requirement (609 spaces) to the future parking supply (432 spaces), the parking supply does not meet the City Code parking requirement for the overall site assuming that both buildings are occupied. It is important to note that while the City of Gardena Municipal Code also contains provisions which allow for the joint use of parking spaces, dependent upon the land uses and nature of offset parking demands. As such, the Code parking requirement is based on that utilized for shopping centers ranging between 75,000 square feet and 500,000 square feet of gross floor area.

Existing Observed Peak Parking Demand

Parking observations were conducted at the site in order to document the current weekday and weekend parking demand for the existing Target retail store. Specifically, the parking accumulation surveys were conducted from 10:00 AM to 10:00 PM during the weekday (i.e., Thursday, March 5, 2020) and from 10:00 AM to 10:00 PM during a weekend day (i.e., Saturday, February 29, 2020). The parking

accumulation surveys were conducted by an independent traffic count subconsultant (The Traffic Solution). The days and time periods were based on the expected peak parking demand/usage associated with the proposed use as well as the existing Target store.

The parking accumulation summaries for the peak weekday and weekend survey time periods have been prepared and are summarized in ***Tables 2*** and ***3***, respectively. In concurrence with the parking accumulation surveys, field observations were conducted to determine if utilization within the Target parking lot was also attributable to the patrons from the existing shopping center located to the east of the Target parking lot (i.e., non-Target patrons). It was observed that parking by non-Target patrons occurred primarily in Parking Areas D, E2, and F of the parking lot. No other parking areas within the Target parking lot were observed to be utilized by non-Target patrons. ***Attachment A*** contains the details of the conducted parking observations by parking area, which included demand by the non-Target patrons. Even when accounting for non-Target patron parking usage, the overall peak parking demand during a typical weekday occurred between 1:00 PM and 2:00 PM, when a total of 216 spaces were observed to be utilized (i.e., 40.8% utilization of the 529 spaces on-site), which resulted in a parking surplus of 313 spaces.

As shown in *Table 3*, the overall peak parking demand during the weekend day (Saturday) occurred between 3:00 PM and 4:00 PM, when a total of 242 spaces were observed to be utilized (i.e., 45.7% utilization of the 529 spaces on-site), which resulted in a parking surplus of 287 spaces. Again, this accounted for parking demand observed to be attributable to both Target and non-Target patrons occurring within the Target parking lot. As shown in *Tables 2* and *3*, the existing parking supply at the site is currently adequate to accommodate the weekday and weekend peak parking demands related to the existing Target retail store.

As could be expected, the parking area (i.e., Parking Area C) immediately closest to the Target store entrance was observed to be nearly fully utilized throughout the day with parking occupancy levels ranging between 80 percent to 96 percent during both weekday and weekend conditions. However, other parking areas were not nearly half utilized. For example, in the parking area that is proposed to be converted to the footprint for the Raising Cane's restaurant pad (i.e., Parking Area E2), during the busiest times of the weekend survey time periods (i.e., on Saturday generally between 1:00 PM to 5:00 PM), the parking demand was observed to be fairly consistent with occupancy levels still ranging roughly between to 15 to 20 percent. As reflected in the underutilization of certain parking areas in the lot, the existing total parking supply at the site is more than adequate to accommodate the peak daytime parking demands of the existing Target store during both the weekday and weekend conditions.

Shared Parking Concept and Analysis

Based on the existing parking demand at the site, the observed parking utilization patterns, and the parking demand principles outlined in the ULI *Shared Parking* manual, a weekday and weekend shared parking demand model has been developed. The model also accounts for the potential future occupancy of the fast-food restaurant use with the existing Target retail store.

The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a project. This shared parking analysis incorporates the analysis procedures recommended in the *Shared Parking* manual published by the ULI, and is consistent with the methodology used by the City of Gardena in the review and approval of shared parking applications for other multi-use centers. The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at multi-use centers:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. For the proposed fast-food restaurant use, the hourly parking indices for fast casual/fast-food restaurant use were utilized to provide a conservative analysis. The indices show, for example, that the hourly parking demand for retail use (which generates its peak parking demand during the early afternoon period) is slightly different than the parking demand associated with a fast-food restaurant use (which generates its peak parking demand concentrated around the mid-afternoon lunch period).

- Day of Week Parking Variations. The *Shared Parking* manual provides recommendations for day of week parking factors. For example, office uses experience their peak parking demands during weekdays but experience minimal demand during weekends. Retail and restaurant uses generally have a higher demand for parking during weekends as compared to weekdays.

In order to determine the site-wide peak parking demand with the proposed fast-food restaurant, the parking demand determined from the survey data for the existing Target store is combined with the shared parking demand model for the proposed project use (i.e., fast-food restaurant). Specifically, the model also accounts for the occupancy of the proposed fast-food restaurant use totaling 3,987 square feet of gross floor area, including the patio space. The Code parking rates and the ULI hourly parking utilization profiles for the fast-food restaurant use were employed in order to determine the forecast shared parking demand for the overall site. The ULI hourly parking utilization profile for the proposed fast-food restaurant use is contained in ***Attachment B***.

The weekday parking demand analysis utilizing the *Shared Parking* methodology for the Target store with the proposed occupancy of the fast-food restaurant is summarized in ***Table 4(a)***. As previously mentioned, when accounting for the removal of 151 parking spaces (i.e., Parking Area E2) and the addition of 54 new parking spaces, the proposed future parking supply totals 432 spaces. Based on the shared parking analysis, the calculated future site-wide peak parking demand totals 255 spaces during the weekday afternoon between 1:00 PM and 2:00 PM. When compared to the total parking supply of 432 spaces, a surplus of 177 parking spaces is expected during the peak weekday period.

Similarly, the weekend parking demand analysis also utilizing the *Shared Parking* methodology for the Target store with the proposed occupancy of the fast-food restaurant is summarized in ***Table 4(b)***. Based on the shared parking analysis, the calculated future site-wide peak parking demand totals 267 spaces during the weekend afternoon between 3:00 PM and 4:00 PM. When compared to the total future parking supply of 432 spaces, a surplus of 165 parking spaces is expected during the peak weekend period. This surplus (which is expected to be even greater during the other periods of the day/days of the week) corresponds to a cushion or circulation factor of approximately 38 percent so as to not have a condition where the last vehicle entering the parking lot is searching for the last available space. A circulation factor of between 10 to 15 percent is common within the industry.

Summary of Key Findings and Conclusions

This parking demand analysis was conducted to determine if sufficient on-site parking exists to adequately accommodate the future peak parking demand of the Target store along with the occupancy of the proposed fast-food restaurant use. Based on the parking analysis, the following conclusions are made:

1. On-site parking spaces are currently provided in various surface parking areas located throughout the site, predominantly east of the Target building. A total of 529 striped parking spaces (i.e., 505 standard spaces, 5 truck spaces, 12 accessible spaces, 4 reserved spaces, and 3 electric vehicle spaces) is currently provided site-wide within the parking areas. An adjacent shopping center located to the east of the parking lot also has access to the Target parking lot although no easement/parking agreement currently exists between the two parcels.

2. Parking accumulation surveys were conducted in order to document the current weekday and weekend parking demand of the various areas of the Target surface parking lot. Even when accounting for any non-Target patron parking usage, the overall existing peak parking demand during a typical weekday occurred between 1:00 PM and 2:00 PM, when a total of 216 spaces

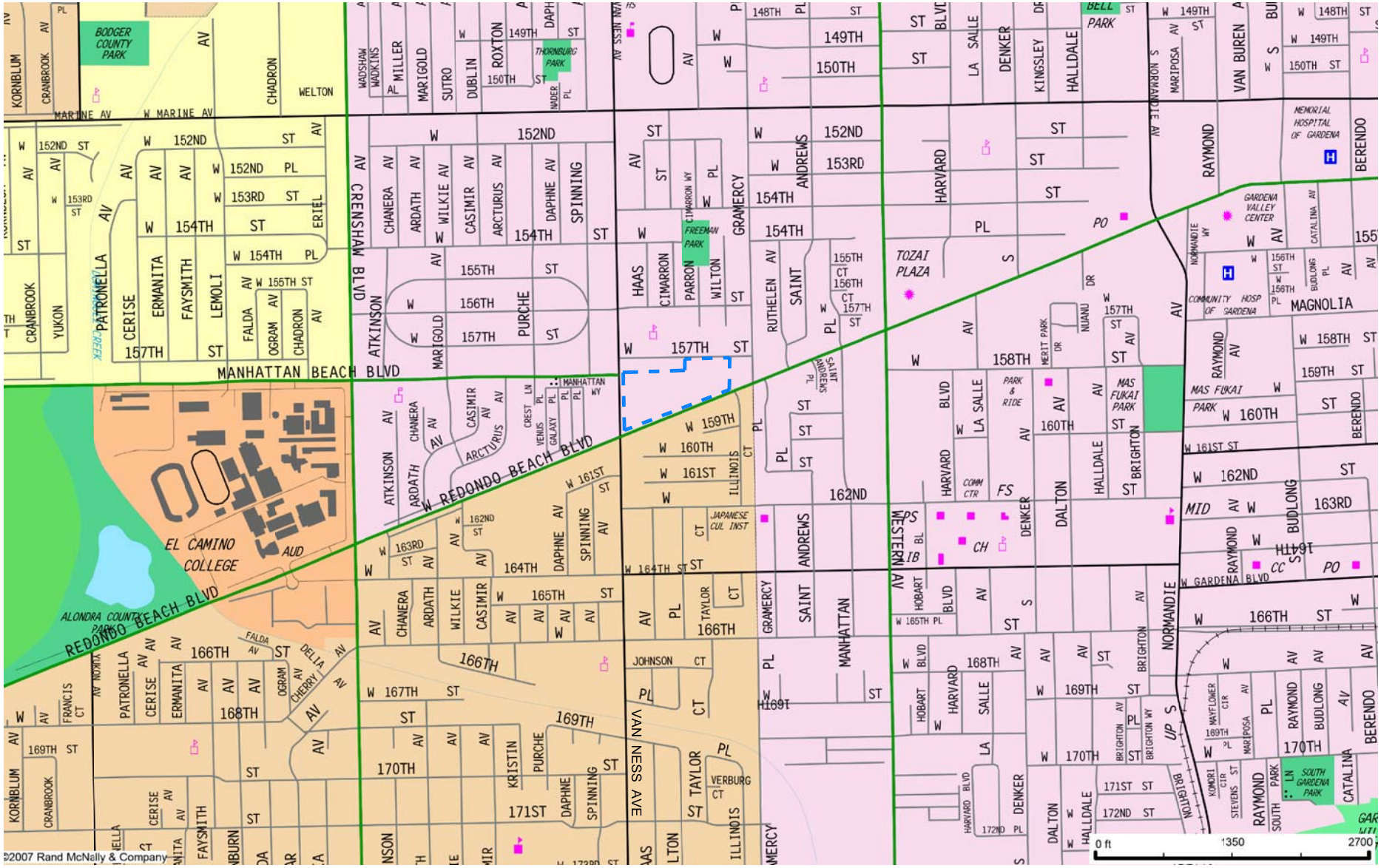
were observed to be utilized (i.e., 40.8% utilization of the 529 spaces on-site), which resulted in a parking surplus of 313 spaces. The existing peak parking demand during the weekend day (Saturday) occurred between 3:00 PM and 4:00 PM, when a total of 242 spaces were observed to be utilized (i.e., 45.7% utilization of the 529 spaces on-site), which resulted in a parking surplus of 287 spaces.

3. Pursuant to the application of the City of Gardena Municipal Code parking requirements to the overall site, a total of 609 parking spaces are calculated to be required. When compared to the future total overall parking supply of 432 spaces, the supply does not meet the Code parking requirement and results in a theoretical shortfall of 177 spaces.

4. Based on the parking analysis (i.e., which assumes occupancy of the proposed fast-food restaurant and Target retail store), the calculated future peak parking demand is expected to total 267 spaces during the weekend afternoon. When compared to the total future parking supply of 432 spaces, a surplus of 165 parking spaces is expected during the weekend peak conditions. It can be concluded, therefore, that the future parking supply is more than sufficient to accommodate the proposed fast-food restaurant occupancy.

Please feel free to contact us at 626.796.2322 should you have any questions regarding this parking analysis conducted for the potential occupancy of the Raising Cane's fast-food restaurant within the Target retail store lot.

cc: File



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NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

PROJECT SITE

FIGURE 1
SITE VICINITY

LINSCOTT, LAW & GREENSPAN, engineers

TARGET/RAISING CANE'S RESTAURANT PROJECT

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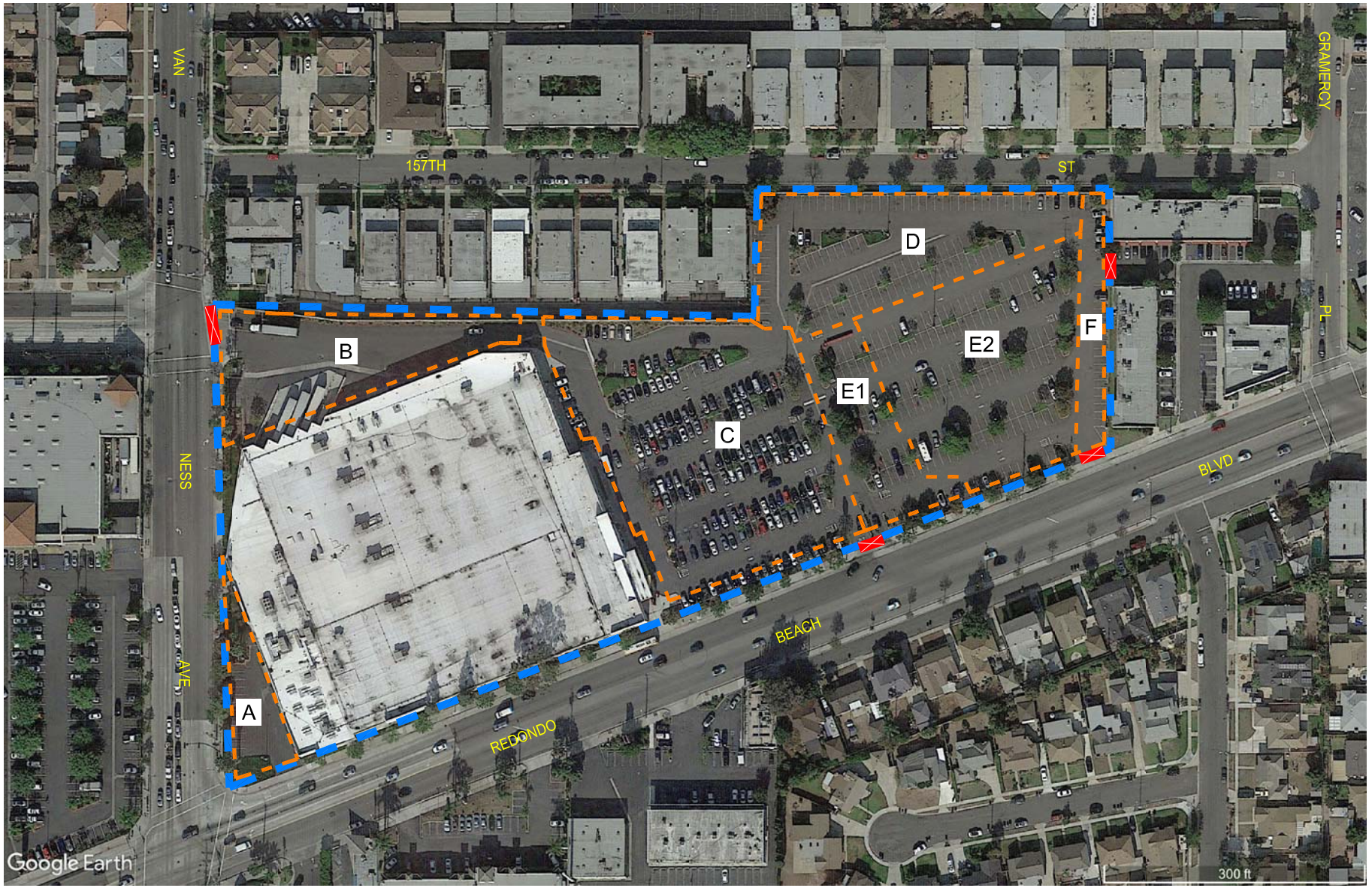

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MAP SOURCE: GOOGLE EARTH

PROJECT SITE

PARKING AREA

EXISTING DRIVEWAY

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 2
AERIAL PHOTOGRAPH OF EXISTING SITE

TARGET/RAISING CANE'S RESTAURANT PROJECT

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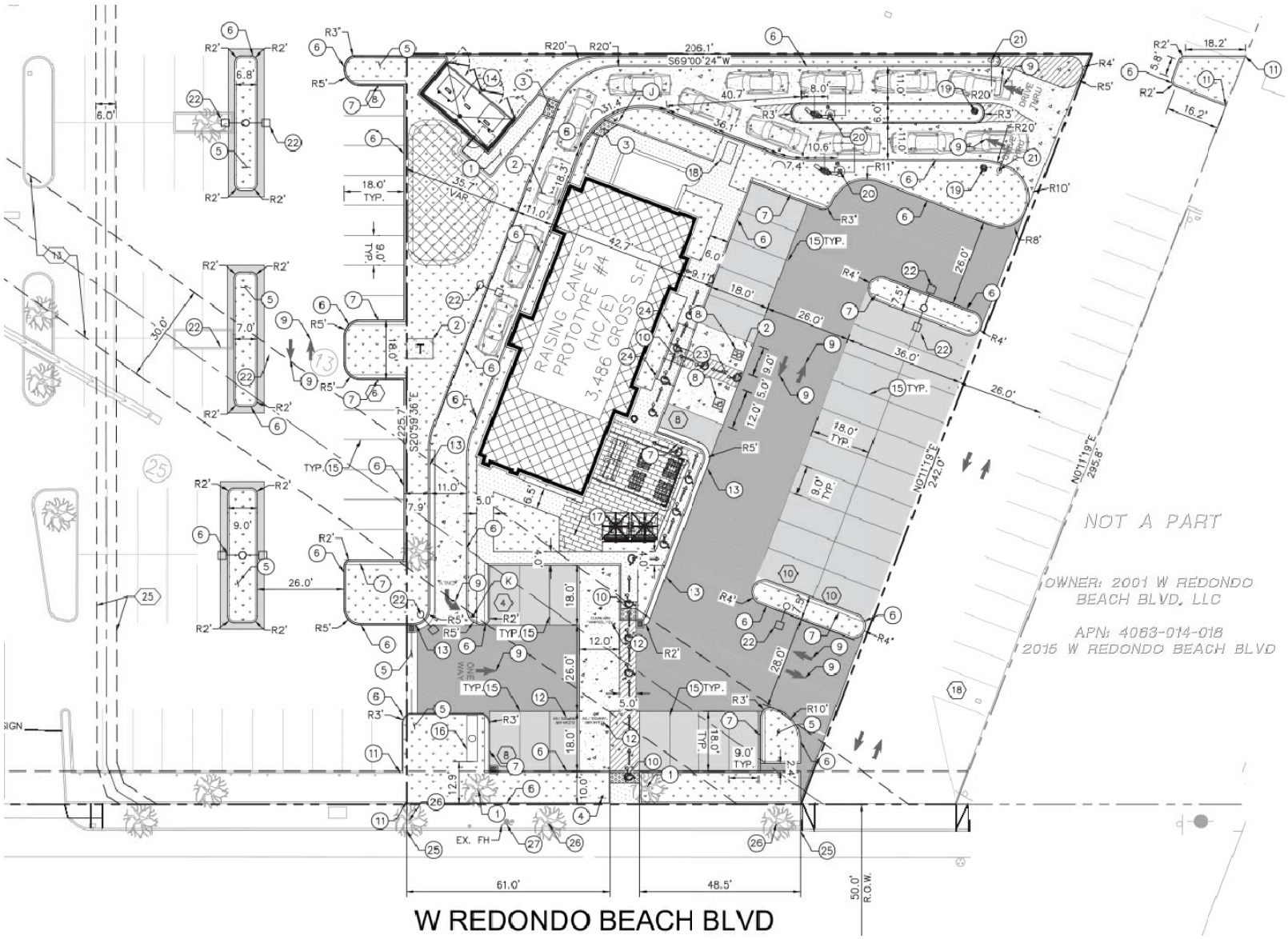

MAP SOURCE: KIMLEY HORN

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FIGURE 3
SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

TARGET/RAISING CANE'S RESTAURANT PROJECT

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Table 1
CODE PARKING ANALYSIS
EXISTING AND PROPOSED USES

Tenant Space	Tenant	Proposed Use and Parking Classification	Size Gross Floor Area (GFA)	[1] Code Parking Ratio	Total Spaces Required
2169 Redondo Beach Blvd.	Target	Shopping Center	142,320	1 / 250 sf	569
	Raising Cane's	Restaurant	3,987	1 / 100 sf	40
Subtotal					**609**
Total Future On-Site Parking Supply					**432**
Surplus/(Deficiency)					**(177)**

Note:
[1] City of Gardena Municipal Zoning Code, Chapter 18.40, Off-Street Parking and Loading.

Table 2
WEEKDAY PARKING ACCUMULATION SURVEYS [1]
SURVEY DATE: Thursday, March 5, 2020
TOTAL OVERALL PARKING OCCUPANCY FOR TARGET PARKING LOT

	[2]	WEEKDAY TIME OF DAY													
	NO. OF	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM	
LOCATION	SPACES	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Area A															
Standard Spaces	13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area A	**13**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area B															
Standard Spaces	5	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Truck Spaces	5	3	60.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area B	**10**	**5**	**50.0%**	**2**	**20.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area C															
Standard Spaces	149	90	60.4%	127	85.2%	122	81.9%	149	100.0%	139	93.3%	138	92.6%	134	89.9%
Accessible Spaces	12	8	66.7%	12	100.0%	12	100.0%	12	100.0%	10	83.3%	9	75.0%	12	100.0%
Reserved Spaces	4	1	25.0%	2	50.0%	2	50.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
EV Spaces	3	0	0.0%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area C	**168**	**99**	**58.9%**	**142**	**84.5%**	**136**	**81.0%**	**162**	**96.4%**	**149**	**88.7%**	**147**	**87.5%**	**146**	**86.9%**
Area D			0	1	0	4	0	2	0	1	0	1	0	0	0
Standard Spaces	120	7	5.8%	8	6.7%	12	10.0%	16	13.3%	9	7.5%	9	7.5%	7	5.8%
Total Area D [3]	**120**	**7**	**5.8%**	**8**	**6.7%**	**12**	**10.0%**	**16**	**13.3%**	**9**	**7.5%**	**9**	**7.5%**	**7**	**5.8%**
Area E1															
Standard Spaces	44	6	13.6%	9	20.5%	19	43.2%	16	36.4%	18	40.9%	12	27.3%	11	25.0%
Total Area E1	**44**	**6**	**13.6%**	**9**	**20.5%**	**19**	**43.2%**	**16**	**36.4%**	**18**	**40.9%**	**12**	**27.3%**	**11**	**25.0%**
Area E2															
Standard Spaces	151	16	10.6%	10	6.6%	16	10.6%	18	11.9%	19	12.6%	8	5.3%	9	6.0%
Total Area E2 [3]	**151**	**16**	**10.6%**	**10**	**6.6%**	**16**	**10.6%**	**18**	**11.9%**	**19**	**12.6%**	**8**	**5.3%**	**9**	**6.0%**
Area F															
Standard Spaces	23	8	34.8%	9	39.1%	6	26.1%	4	17.4%	6	26.1%	5	21.7%	3	13.0%
Total Area F [3]	**23**	**8**	**34.8%**	**9**	**39.1%**	**6**	**26.1%**	**4**	**17.4%**	**6**	**26.1%**	**5**	**21.7%**	**3**	**13.0%**
Center Total	**529**	**141**	**26.7%**	**180**	**34.0%**	**189**	**35.7%**	**216**	**40.8%**	**201**	**38.0%**	**181**	**34.2%**	**176**	**33.3%**

	[2]	WEEKDAY TIME OF DAY									
	NO. OF	5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
LOCATION	SPACES	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Area A													
Standard Spaces	13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area A	**13**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area B													
Standard Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Truck Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area B	**10**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area C													
Standard Spaces	149	147	98.7%	145	97.3%	145	97.3%	141	94.6%	118	79.2%	88	59.1%
Accessible Spaces	12	8	66.7%	8	66.7%	8	66.7%	8	66.7%	7	58.3%	6	50.0%
Reserved Spaces	4	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
EV Spaces	3	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area C	**168**	**157**	**93.5%**	**155**	**92.3%**	**153**	**91.1%**	**149**	**88.7%**	**125**	**74.4%**	**94**	**56.0%**
Area D													
Standard Spaces	120	5	4.2%	5	4.2%	8	6.7%	10	8.3%	7	5.8%	6	5.0%
Total Area D [3]	**120**	**5**	**4.2%**	**5**	**4.2%**	**8**	**6.7%**	**10**	**8.3%**	**7**	**5.8%**	**6**	**5.0%**
Area E1													
Standard Spaces	44	18	40.9%	20	45.5%	22	50.0%	13	29.5%	9	20.5%	6	13.6%
Total Area E1	**44**	**18**	**40.9%**	**20**	**45.5%**	**22**	**50.0%**	**13**	**29.5%**	**9**	**20.5%**	**6**	**13.6%**
Area E2													
Standard Spaces	151	14	9.3%	14	9.3%	14	9.3%	16	10.6%	9	6.0%	7	4.6%
Total Area E2 [3]	**151**	**14**	**9.3%**	**14**	**9.3%**	**14**	**9.3%**	**16**	**10.6%**	**9**	**6.0%**	**7**	**4.6%**
Area F													
Standard Spaces	23	5	21.7%	3	13.0%	9	39.1%	5	21.7%	3	13.0%	5	21.7%
Total Area F [3]	**23**	**5**	**21.7%**	**3**	**13.0%**	**9**	**39.1%**	**5**	**21.7%**	**3**	**13.0%**	**5**	**21.7%**
Center Total	**529**	**199**	**37.6%**	**197**	**37.2%**	**206**	**38.9%**	**193**	**36.5%**	**153**	**28.9%**	**118**	**22.3%**

[1] The parking demand surveys were conducted by The Traffic Solution in February and March of 2020.

[2] The parking inventory was conducted by LLG Engineers in February 2020. The five loading spaces located in Area B are not included as part of the total parking supply/demand.

[3] The parking demand in parking areas D, E2 and F included non-Target patrons who were observed to utilize the Target parking lot during the conduct of the parking surveys, as further detailed in Attachment A.

Table 3
WEEKEND (SATURDAY) PARKING ACCUMULATION SURVEYS [1]
SURVEY DATE: Saturday, February 29, 2020
TOTAL OVERALL PARKING OCCUPANCY FOR TARGET PARKING LOT

LOCATION	[2] NO. OF SPACES	WEEKEND TIME OF DAY													
		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Area A															
Standard Spaces	13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area A	**13**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area B															
Standard Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Truck Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area B	**10**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area C															
Standard Spaces	149	136	91.3%	130	87.2%	133	89.3%	145	97.3%	144	96.6%	147	98.7%	149	100.0%
Accessible Spaces	12	9	75.0%	6	50.0%	12	100.0%	11	91.7%	10	83.3%	12	100.0%	8	66.7%
Reserved Spaces	4	0	0.0%	1	25.0%	1	25.0%	2	50.0%	1	25.0%	0	0.0%	1	25.0%
EV Spaces	3	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area C	**168**	**145**	**86.3%**	**137**	**81.5%**	**146**	**86.9%**	**158**	**94.0%**	**155**	**92.3%**	**159**	**94.6%**	**158**	**94.0%**
Area D															
Standard Spaces	120	3	2.5%	4	3.3%	8	6.7%	12	10.0%	14	11.7%	19	15.8%	16	13.3%
Total Area D [3]	**120**	**3**	**2.5%**	**4**	**3.3%**	**8**	**6.7%**	**12**	**10.0%**	**14**	**11.7%**	**19**	**15.8%**	**16**	**13.3%**
Area E1															
Standard Spaces	44	13	29.5%	14	31.8%	14	31.8%	11	25.0%	20	45.5%	27	61.4%	27	61.4%
Total Area E1	**44**	**13**	**29.5%**	**14**	**31.8%**	**14**	**31.8%**	**11**	**25.0%**	**20**	**45.5%**	**27**	**61.4%**	**27**	**61.4%**
Area E2															
Standard Spaces	151	12	7.9%	16	10.6%	12	7.9%	28	18.5%	24	15.9%	31	20.5%	27	17.9%
Total Area E2 [3]	**151**	**12**	**7.9%**	**16**	**10.6%**	**12**	**7.9%**	**28**	**18.5%**	**24**	**15.9%**	**31**	**20.5%**	**27**	**17.9%**
Area F															
Standard Spaces	23	3	13.0%	3	13.0%	5	21.7%	5	21.7%	6	26.1%	6	26.1%	4	17.4%
Total Area F [3]	**23**	**3**	**13.0%**	**3**	**13.0%**	**5**	**21.7%**	**5**	**21.7%**	**6**	**26.1%**	**6**	**26.1%**	**4**	**17.4%**
Center Total	**529**	**176**	**33.3%**	**174**	**32.9%**	**185**	**35.0%**	**214**	**40.5%**	**219**	**41.4%**	**242**	**45.7%**	**232**	**43.9%**

LOCATION	[2] NO. OF SPACES	WEEKEND TIME OF DAY											
		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM	
		OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT	OCC.	PERCENT
Area A													
Standard Spaces	13	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area A	**13**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area B													
Standard Spaces	5	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Truck Spaces	5	0	0.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total Area B	**10**	**0**	**0.0%**	**1**	**10.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
Area C													
Standard Spaces	149	138	92.6%	136	91.3%	140	94.0%	125	83.9%	111	74.5%	87	58.4%
Accessible Spaces	12	8	66.7%	6	50.0%	11	91.7%	8	66.7%	7	58.3%	8	66.7%
Reserved Spaces	4	1	25.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	1	25.0%
EV Spaces	3	0	0.0%	0	0.0%	0	0.0%	1	33.3%	1	33.3%	1	33.3%
Total Area C	**168**	**147**	**87.5%**	**142**	**84.5%**	**152**	**90.5%**	**134**	**79.8%**	**119**	**70.8%**	**97**	**57.7%**
Area D													
Standard Spaces	120	16	13.3%	10	8.3%	10	8.3%	9	7.5%	6	5.0%	3	2.5%
Total Area D [3]	**120**	**16**	**13.3%**	**10**	**8.3%**	**10**	**8.3%**	**9**	**7.5%**	**6**	**5.0%**	**3**	**2.5%**
Area E1													
Standard Spaces	44	23	52.3%	21	47.7%	21	47.7%	10	22.7%	9	20.5%	4	9.1%
Total Area E1	**44**	**23**	**52.3%**	**21**	**47.7%**	**21**	**47.7%**	**10**	**22.7%**	**9**	**20.5%**	**4**	**9.1%**
Area E2													
Standard Spaces	151	23	15.2%	22	14.6%	19	12.6%	11	7.3%	8	5.3%	7	4.6%
Total Area E2 [3]	**151**	**23**	**15.2%**	**22**	**14.6%**	**19**	**12.6%**	**11**	**7.3%**	**8**	**5.3%**	**7**	**4.6%**
Area F													
Standard Spaces	23	3	13.0%	4	17.4%	8	34.8%	7	30.4%	5	21.7%	6	26.1%
Total Area F [3]	**23**	**3**	**13.0%**	**4**	**17.4%**	**8**	**34.8%**	**7**	**30.4%**	**5**	**21.7%**	**6**	**26.1%**
Center Total	**529**	**212**	**40.1%**	**200**	**37.8%**	**210**	**39.7%**	**171**	**32.3%**	**147**	**27.8%**	**117**	**22.1%**

[1] The parking demand surveys were conducted by The Traffic Solution in February and March of 2020.

[2] The parking inventory was conducted by LLG Engineers in February 2020. The five loading spaces located in Area B are not included as part of the total parking supply/demand.

[3] The parking demand in parking areas D, E2 and F included non-Target patrons who were observed to utilize the Target parking lot during the conduct of the parking surveys, as further detailed in Attachment A.

Table 4(a)

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Target Store - Raising Cane's Parking Study

Land Use	**Existing Target Store Observed Weekday Parking Demand [5]**	**Proposed Fast-Food Restaurant [6]**	**Shared Parking Demand**	**Comparison w/ Parking Supply [7] 432 Spaces**
Size		**4.0 KSF**		
Peak Pkg Rate[2]		**10.0 /KSF**		
Weekday Pkg Rate[3]		**9.8 /KSF**		
Gross Spaces		**39 Spc.**		
Adjusted Gross Spaces[4]		**39 Spc.**		
Time of Day	**Number of Spaces**	**Number of Spaces**		**Surplus (Deficiency)**
10:00 AM	141	23	164	268
11:00 AM	180	34	214	218
12:00 PM	189	39	228	204
1:00 PM	**216**	**39**	**255**	**177**
2:00 PM	201	36	237	195
3:00 PM	181	24	205	227
4:00 PM	176	22	198	234
5:00 PM	199	24	223	209
6:00 PM	197	34	231	201
7:00 PM	206	32	238	194
8:00 PM	193	20	213	219
9:00 PM	153	12	165	267
10:00 PM	118	9	127	305

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rate based on the City's Municipal Code parking ratio of 1 space/100 square feet for the proposed fast-food restaurant use.

[3] The weekday and weekend parking rates are based on the Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

[5] The weekday parking demand at the Target store parking lot reflects the peak hourly parking demand observed on Thursday, March 5, 2020 as shown in Table 2.

[6] The total square footage includes the proposed Raising Cane's fast-food restaurant space (i.e., 3,987 sf) to be converted from a portion of the existing Target surface parking lot.

[7] The total future parking supply includes the elimination of the existing spaces in Parking Area E2 (i.e., 151 parking spaces) and the addition of 54 spaces within the area for the fast-food restaurant pad for a total future supply of 432 spaces.

Table 4(b)

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Target Store - Raising Cane's Parking Study

Land Use	**Existing Target Store Observed Weekend Parking Demand [5]**	**Proposed Fast-Food Restaurant [6]**	**Shared Parking Demand**	**Comparison w/ Parking Supply [7] 432 Spaces**
Size		**4.0 KSF**		
Peak Pkg Rate[2]		**10.0 /KSF**		
Weekend Pkg Rate[3]		**10.0 /KSF**		
Gross Spaces		**40 Spc.**		
Adjusted Gross Spaces[4]		**40 Spc.**		
Time of Day	**Number of Spaces**	**Number of Spaces**		**Surplus (Deficiency)**
10:00 AM	176	23	199	233
11:00 AM	174	35	209	223
12:00 PM	185	40	225	207
1:00 PM	214	40	254	178
2:00 PM	219	37	256	176
3:00 PM	**242**	**25**	**267**	**165**
4:00 PM	232	22	254	178
5:00 PM	212	25	237	195
6:00 PM	200	35	235	197
7:00 PM	210	33	243	189
8:00 PM	171	21	192	240
9:00 PM	147	13	160	272
10:00 PM	117	9	126	306

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rate based on the City's Municipal Code parking ratio of 1 space/100 square feet for the proposed fast-food restaurant use.

[3] The weekday and weekend parking rates are based on the Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

[5] The weekend parking demand at the Target store reflects the peak hourly parking demand observed on Saturday, February 29, 2020 as shown in Table 3.

[6] The total square footage includes the proposed Raising Cane's fast-food restaurant space (i.e., 3,987 sf) to be converted from a portion of the existing Target surface parking lot.

[7] The total future parking supply includes the elimination of the existing spaces in Parking Area E2 (i.e., 151 parking spaces) and the addition of 54 spaces within the area for the fast-food restaurant pad for a total future supply of 432 spaces.

ATTACHMENT A

PARKING OBSERVATIONS OF NON-TARGET PATRONS - WEEKDAY AND WEEKEND DAY CONDITIONS

PARKING OBSERVATIONAL SUMMARY - RESULTS

CLIENT: LLG - PASADENA

PROJECT: TARGET CENTER - 2169 W. REDONDO BEACH BOULEVARD, GARDENA

DATE: THURSDAY, MARCH 05, 2020

PERIOD: 10:00 AM TO 10:00 PM

PARKING AREA: AREA D
AREA E1
AREA E2
AREA F

FILE: THURS_OBSERVE

NON-TARGET CUSTOMER VEHICLES OBSERVED					
AREA D		AREA E2		AREA F	
TIME	NO. OF OCCUPANTS / VEHICLE	TIME	NO. OF OCCUPANTS / VEHICLE	TIME	NO. OF OCCUPANTS / VEHICLE
11:08 AM	1	10:29 AM	1	11:20 AM	1
12:09 PM	2	11:21 AM	2	11:39 AM	1
12:15 PM	2	12:02 PM	3	02:08 PM	2
12:24 PM	1	12:10 PM	2	06:33 PM	1
12:40 PM	2	12:26 PM	1	06:53 PM	1
01:11 PM	1	12:37 PM	2	07:13 PM	2
01:26 PM	1	01:01 PM	2	07:29 PM	1
02:13 PM	2	01:34 PM	2	08:37 PM	1
03:59 PM	2	03:19 PM	1		
06:00 PM	2	04:22 PM	1		
07:19 PM	1	04:39 PM	3		
08:08 PM	2	04:56 PM	1		
		05:12 PM	1		
		05:23 PM	2		
		05:40 PM	1		
		05:51 PM	1		
		06:10 PM	1		
		06:41 PM	3		
		07:01 PM	1		
		07:47 PM	1		
		08:20 PM	2		
		09:10 PM	1		

NOTE: PARKING BY NON-TARGET VEHICLES WERE NOT OBSERVED IN AREA E1.

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PARKING OBSERVATIONAL SUMMARY - RESULTS

CLIENT: LLG - PASADENA

PROJECT: TARGET CENTER - 2169 W. REDONDO BEACH BOULEVARD, GARDENA

DATE: SATURDAY, FEBRUARY 29, 2020

PERIOD: 10:00 AM TO 10:00 PM

PARKING AREA: AREA D
AREA E1
AREA E2
AREA F

FILE: SAT_OBSERVE

NON-TARGET CUSTOMER VEHICLES OBSERVED					
AREA D		AREA E2		AREA F	
TIME	NO. OF OCCUPANTS / VEHICLE	TIME	NO. OF OCCUPANTS / VEHICLE	TIME	NO. OF OCCUPANTS / VEHICLE
10:22 AM	1	10:17 AM	2	10:43 AM	2
11:13 AM	1	11:00 AM	3	11:20 AM	1
11:36 AM	1	11:22 AM	2	11:24 AM	1
11:40 AM	2	11:35 AM	1	12:33 PM	1
11:47 AM	1	11:36 AM	2	02:56 PM	2
11:59 AM	1	11:48 AM	2	03:46 PM	1
12:20 PM	4	12:38 PM	1	04:41 PM	1
12:24 PM	1	12:46 PM	1	06:57 PM	2
12:29 PM	3	12:58 PM	2	07: 18 PM	2
12:54 PM	2	01:17 PM	1	07:46 PM	1
01:32 PM	2	01:32 PM	1	08:33 PM	3
02:17 PM	1	01:34 PM	1	09:16 PM	1
02:39 PM	2	02:28 PM	1		
03:25 PM	1	02:32 PM	1		
03:57 PM	1	03:04 PM	2		
04:01 PM	2	03:19 PM	1		
04:06 PM	1	04:03 PM	2		
05:01 PM	1	04:50 PM	1		
05:53 PM	1	05:28 PM	2		
06:53 PM	2	05:49 PM	1		
07:35 PM	1	06:14 PM	1		
08:00 PM	2	06:45 PM	2		
08:59 PM	2	07:28 PM	1		
09:43 PM	1	07:59 PM	1		
		08:40 PM	1		
		09:25 PM	1		

NOTE: PARKING BY NON-TARGET VEHICLES WERE NOT OBSERVED IN AREA E1.

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ATTACHMENT B

ULI HOURLY PARKING PROFILE FOR FAST-FOOD RESTAURANT - WEEKDAY AND WEEKEND DAY CONDITIONS

Attachment Table B-1

FAST-FOOD RESTAURANT

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Target Store - Raising Cane's Parking Study

Land Use	**Fast Food Restaurant**				
Size	**4.0 KSF**				
Peak Pkg Rate[2]	**10.0 /KSF**				
Weekday Pkg Rate[3]	**9.8 /KSF**				
Gross Spaces	**39 Spaces**				
Adjusted Gross	***1.00***	**39 Spaces**			
Spaces[4]	**34 Guest Spc.**		**5 Emp. Spc.**		**Shared**
Time of Day	**% Of Peak**	**# Of Spaces**	**% Of Peak**	**# Of Spaces**	**Parking Demand**
10:00 AM	55%	19	75%	4	23
11:00 AM	85%	29	100%	5	34
12:00 PM	100%	34	100%	5	39
1:00 PM	100%	34	100%	5	39
2:00 PM	90%	31	95%	5	36
3:00 PM	60%	20	70%	4	24
4:00 PM	55%	19	60%	3	22
5:00 PM	60%	20	70%	4	24
6:00 PM	85%	29	90%	5	34
7:00 PM	80%	27	90%	5	32
8:00 PM	50%	17	60%	3	20
9:00 PM	30%	10	40%	2	12
10:00 PM	20%	7	30%	2	9

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rate based on the City's Municipal Code parking ratio of 1 space/100 square feet for the proposed fast-food restaurant use.

[3] The weekday and weekend parking rates are based on the Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Attachment Table B-2

FAST-FOOD RESTAURANT

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Target Store - Raising Cane's Parking Study

Land Use	**Fast Food Restaurant**				
Size	**4.0 KSF**				
Peak Pkg Rate[2]	**10.0 /KSF**				
Weekend Pkg Rate[3]	**10.0 /KSF**				
Gross Spaces	**40 Spaces**				
Adjusted Gross	***1.00***	**40 Spaces**			
Spaces[4]	**35 Guest Spc.**		**5 Emp. Spc.**		**Shared**
Time of Day	**% Of Peak**	**# Of Spaces**	**% Of Peak**	**# Of Spaces**	**Parking Demand**
10:00 AM	55%	19	75%	4	23
11:00 AM	85%	30	100%	5	35
12:00 PM	100%	35	100%	5	40
1:00 PM	100%	35	100%	5	40
2:00 PM	90%	32	95%	5	37
3:00 PM	60%	21	70%	4	25
4:00 PM	55%	19	60%	3	22
5:00 PM	60%	21	70%	4	25
6:00 PM	85%	30	90%	5	35
7:00 PM	80%	28	90%	5	33
8:00 PM	50%	18	60%	3	21
9:00 PM	30%	11	40%	2	13
10:00 PM	20%	7	30%	2	9

Notes:

[1] Source: "Shared Parking", Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

[2] Peak parking rate based on the City's Municipal Code parking ratio of 1 space/100 square feet for the proposed fast-food restaurant use.

[3] The weekday and weekend parking rates are based on the Code parking ratio and the weekday vs. weekend parking variations as summarized in Figure 2-2 of the "Shared Parking" manual.

[4] Gross spaces not adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

CITY OF GARDENA
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

MEMORANDUM #10-05

GENERAL INFORMATION

Subject:	Site Plan Review #6-05/Variance #1-05
Project Location:	2169 West Redondo Beach Boulevard
Request:	Remodel of the store to include addition of 22,868 square feet, removal of the existing garden center, relocation of the loading docks to the north side of the building, and addition of a pharmacy. The remodeled store will be 142,320 square feet, which requires 712 parking spaces. The applicant is also requesting a variance to provide 553 parking spaces.
Applicant:	Target Corporation John Warren (Representative)

In making the various findings set forth herein, the Planning & Environmental Quality Commission ("Commission") has considered all of the evidence presented by staff, the applicant and the public, whether oral or written. The record of these proceedings can be found in the office of the Community Development Department, Room 101, 1700 West 162nd Street, Gardena, California. The Director of the Community Development Department is the custodian of such record.

ENVIRONMENTAL FINDINGS

1. An Initial Study and Mitigated Negative Declaration (MND) have been prepared for the project to evaluate the potential for adverse environmental impacts in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Mitigated Negative Declaration was made available for public review and comments during a minimum 20-day period commencing June 30, 2005 and ending July 19, 2005. In addition, in accordance with Section 21092.3 of the Public Resources Code, the Availability of Environmental Documentation was posted in the office of the Los Angeles County Clerk.

2. The Commission held a duly noticed public hearing on July 19, 2005 at which time all interested parties were given an opportunity to address the Commission on the proposed project and the Mitigated Negative Declaration.

3. Prior to acting on the proposed project, the Commission considered the Initial Study and the MND together with all comments received during the public review period, whether oral or written.

4. A Mitigation Monitoring Program (MMP) has been prepared which incorporates each of the mitigation measures recommended in the MND.

5. Based on the MND and all the testimony, the Commission finds that there is no evidence that the project will have any potential for adverse effects on the environment which cannot be mitigated below a level of significance. It has been determined that there is no

need to prepare an Environmental Impact Report.

6. The Commission herewith adopts the MND and Mitigation Monitoring Program, attached hereto as Exhibit "B," and said mitigation measures are made part of the conditions of approval of Site Plan review 6-05. Said documents reflect the independent judgment of the City of Gardena. Mitigation monitoring measures #'s 4, 18 are deleted and modification of measure # 14 and 15 are modified due to a revised understanding of the truck traffic flow on site.

7. The project will not have a significant impact on wildlife and a Certificate of Fee Exemption shall be filed. There is no evidence that the proposed project would have any potential for adverse effects on wildlife resources because the project is located in an existing urbanized area and said activity will not result in the loss of fish, wildlife or their habitat through urbanization and/or land use conversion.

FINDINGS

1. The applicant has filed a Site Plan Review and Variance application to remodel the store by adding 22,778 square feet, remove the garden center, add a pharmacy inside the store, and relocating the loading docks from the east-side of the property to the north-side of the property. The applicant filed a Variance application to allow 553 parking spaces instead of the required 712 parking spaces.

2. The Commission has considered the application for Site Plan Review 6-05 and Variance 1-05 at a duly noticed public hearing on July 19, 2005 at which time all interested parties were given an opportunity to address the Commission on this application.

3. Based on the analysis set forth in the staff report and after taking into consideration all of the evidence received, the Commission finds that the proposed use meets all of the criteria for approval as set forth in Section 18.44.080 and 18.48.020 of the Gardena Municipal Code. Analysis of the criteria contained in the staff report is hereby incorporated by reference. The proposal as conditioned will not be detrimental to the health, peace and safety of persons residing or working in the neighborhood, or to property and improvements in the general vicinity.

4. The proposal is exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Article 5, Section 15301 (e)(1), Existing Facilities. There is no evidence that the proposed action would have any potential for adverse effects on wildlife resources because the project is located in an existing urbanized area, is a minor alteration of a permitted commercial land use, and said activity will not result in the loss of fish, wildlife, or their habitat through urbanization and/or land use conversion.

5. The proposed facility is consistent with the Highway Commercial land use designation of the General Plan and with the General Plan Land Use Element Commercial Objectives. Conditions of approval and mitigation measures for Site Plan review 6-05 and Variance 1-05 will ensure that the operations of the facility will be compatible with, and not detrimental to, the industrial land uses in the vicinity.

6. The site for the intended use, as conditioned, has been found to be adequate in size and shape to accommodate the proposed use. The conditions of approval and mitigation measures will ensure that the facility complies with the property development standards of the C-3 zone.

7. The site is served by Redondo Beach Blvd. and Van Ness Ave., which are properly designed and improved to carry the type and quantity of traffic generated by the proposed use as conditioned. The vehicular trips generated by project operations, as conditioned, will not detrimentally alter the level of service on either street or other streets in the project vicinity.

8. The proposed project will comply with the Regional Water Quality Plan (commencing with Section 13000) of the Water Code. It will not result in the discharge of waste into the sewer system that is in violation of the Plan. The development will be constructed and operated in compliance with all applicable laws prescribed and it will be served by the required infrastructure facilities

9. The mitigation measures and conditions of approval are deemed necessary to protect the public health, safety and general welfare of the community, and will assist in enhancing and maintaining the physical appearance along one of the City's industrial local streets.

CONDITIONS OF APPROVAL

The Planning and Environmental Quality Commission hereby approves the application for Site Plan Review 6-05 and Variance 1-05, subject to the following conditions:

1. Site Plan Review 6-05/Variance 1-05 shall be utilized within a period not to exceed twelve (12) months from the date of approval. Utilization shall mean the issuance of building permits for the work required to occupy the facility, and compliance with all of the conditions of approval and mitigation measures, and compliance with all applicable City, State and Federal requirements. If said permit and variance are not utilized within the 12-month period, said approval shall be considered null and void, or the applicant, with a showing of good cause, can request a time extension not to exceed six (6) months for Variance 1-05, prior to the expiration of the 12-month period, in accordance with 18.48.030(H) of the Code.

2. The site and floor plans, and the physical appearance of the proposed facility shall be as shown on the Plans dated 4/18/05, Landscaping/Irrigation Plan dated 4/21/05, Floor/Elevation Plans dated 4/18/05 and rendering dated 4/18/05. The final completed project shall be in substantial compliance with the plans and elevations upon which the Planning and Environmental Quality Commission based their decision, and as modified by these conditions of approval. Minor modifications or alterations to the design, style, colors, materials, and vegetation shall be subject to the review and approval of the Community Development Director

3. The Site Plan Review and Variance shall be null and void if said use on the premises is changed to a use other than a retail commercial facility. In the event that the use authorized by this site plan review is terminated or discontinued, said approval shall be

deemed null and void. Any future uses must conform to all applicable codes and regulations.

4. The building permit for construction of the proposed project shall be utilized in accordance with the provisions of the Gardena Municipal Code.

5. Development of this site shall comply with the requirements and regulations of Title 15 (Building and Construction) and Title 18 (Zoning) of the *Gardena Municipal Code* and all applicable regulations.

6. All proposed construction shall be designed in accordance with the current edition of the Uniform Building Code to ensure safety in the event of an earthquake.

7. Applicant shall comply with all written policies, resolutions and ordinances and all Federal, State of California and Los Angeles County laws, in effect at the time of approval. No final approval shall be given and no certificate of occupancy shall be issued until all conditions of approval have been met and the applicant has paid all applicable fees required for issuance, whether imposed by the City or other entity with jurisdiction. The conditions of approval shall supercede all conflicting notations, specifications and dimensions, which may be shown on the project development plans.

8. Prior to commencement of work, the contractor/developer shall schedule a pre-job meeting with the City's engineering and building inspectors to minimize installation noise levels, including sound-reduction equipment as deemed necessary by the City. The contractor/developer shall prepare and implement a construction management plan to be approved by the City prior to issuance of permits.

9. Exterior lighting of all entrances, exits, and parking lot area shall be maintained during hours of darkness. Parking lot lighting fixtures shall be sufficient to illuminate the parking lot to monitor activity as well as be fully shielded and directed to confine illumination entirely on parking areas of the subject site. Lighting standards shall be a maximum of 35 feet in height. Lighting shall be of the lowest intensity necessary for security, safety and architectural purposes, while still adhering to the recommended levels of the Illuminating Engineering Society of North America.

10. The entire site, all masonry block walls, and all building walls shall be maintained at all times free and clear of litter, rubbish, debris, weeds and graffiti. Graffiti shall be removed within 24 hours and if paint is used to cover the graffiti, it shall be of the same color and texture as the building wall.

11. The street address on the buildings shall be plainly visible and legible in accordance with the Uniform Fire Code.

12. Any and all roof-mounted equipment, devices, or materials shall be screened from view. The project applicant shall prepare a plan which demonstrates how the proposed project would address method of screening storage areas, roof equipment, pipes, vent utility equipment and/or all equipment not contained in the main buildings of the development in accordance with Section 18.42.130 of the *Gardena Municipal Code*. The enclosures shall be of the same or similar materials, colors and textures of the building.

13. Detailed landscaping and irrigation plans shall be submitted along with the building plans during the plan check procedure, and shall be implemented prior to the issuance of a certificate of occupancy. The landscape plan shall delineate the number and size of each species to be planted. All existing and proposed landscaped areas shall be planted as required in accordance with Section 18.40.090 of the *Gardena Municipal Code*, and shall be maintained in a flourishing manner at all times.

14. Landscape Architect shall certify the landscape material delivered to the site is consistent with the approved landscape plans and industry standards and shall oversee the planting of landscape material and certify when the job is completed that the landscape installation has been done per approved plans.

15. No wall, fence, gate, hedge or obstruction shall be permitted adjacent to the driveway to the facility that would obstruct driver visibility entering and exiting the site. Parking shall be prohibited in the driveway and all drive aisle curbs shall be painted red and shall have "No Parking At Any Time" stenciled on red curbing.

16. In the event noise/lighting or traffic circulation nuisances or public safety issues are brought to the attention of the City, the Community Development Director can impose further conditions or restrictions on the operation activities on the site to ensure land use compatibility.

17. Outdoor equipment and activities shall not generate noise greater than 75 dB(A) as measured from any site perimeter lines.

18. Parking lot sweeping, trash pick-up, and other exterior cleaning activities shall be restricted to the hours of 7 a.m. to 10 p.m., seven days a week, in accordance with Chapter 8.36 of the *Gardena Municipal Code*.

19. All parking spaces shall comply with the parking design standards of Section 18.40.050 of the *Gardena Municipal Code*.

20. All utilities shall be flush mounted or installed underground.

21. Landscaping and signage at all driveway and internal aisle intersections shall be designed and maintained so as to avoid visibility restrictions. All landscaping in these areas shall be maintained at a height no greater than thirty (30) inches to avoid obstructions to the visibility of oncoming vehicular and/or pedestrian traffic.

22. To reduce the volume of solid waste generated by the installation and operation of the proposed project, a recycling/conservation program shall be established on-site by the project applicant and approved by the city, prior to the issuance of building permits. The collection and recycling of waste materials shall comply with the City of Gardena Source Reduction and Recycling Element (SRRE).

23. Applicant shall demonstrate that all construction and demolition debris, to the maximum extent feasible, would be salvaged and recycled in a practical, available and accessible manner during the interior modification/installation phase. Documentation of this

recycling program would be provided to the City of Gardena, Public Works Department.

24. The proposed project shall include paths for disabled persons from public property to the building.

25. All signs shall comply with the City of Gardena Municipal Code Section 18.58 Signs.

26. There shall be no parking of trucks on public streets for the purpose of loading and unloading of merchandise for the facility. All such activities shall take place on the site.

27. The applicant shall comply with the following requirements of the City's **Public Works Department:**
    a. Provide industrial waste clearance
    b. Remove and replace sidewalk: approximately 5,000 s.f.
    c. Remove and replace curb and gutter: approximately 40 l.f.
    d. Remove and replace A.C. pavement in alley to center line.
    e. Remove/plant street trees per Dave Negrete (310) 217-9564.
    f. Repaint curbs and install traffic signs per City of Gardena.
    g. Show all sidewalk structures.
    h. Provide erosion control per city requirements
    i. Traffic control per W.A.T.C.H.
    j. Work schedule shall be provided prior to start
    k. Provide plans for traffic signal improvements.
    l. Provide total cost of construction with quantities and number of working days.
    m. Provide street improvement plan showing all requirements. Street plans shall be designed and signed by a registered Civil Engineer.
    n. Complete indemnification form.
    o. Provide Certificate of Insurance naming City of Gardena as additional insured, contractor State License and City Business License.
    p. Encroachment/Excavation permit required.
    q. Pay surety, amount TBD.
    r. Plan check and Permit fee required, amount TBD
    s. Remove steel poles next to street trees.
    t. Traffic signal improvements shall include removal and replacement of pedestrian signal heads.

28. The applicant shall comply with the following requirements of the **Los Angeles County Fire Department:**
    a. Submit 1 Set architectural plan and 1 site plan for review.
    b. Show cross street and hydrant locations within 300 feet of property lines.
    c. Provide a minimum, unobstructed width of 26 feet clear to sky, Vehicular access to within 150 feet of all portion of the exterior wall.
    d. Required fire flow will be 3500 gallons per min at 20 psi for a duration of 3 hours.
    e. Other requirements will be added during the life/safety plan check stage.

29. Applicant shall comply with the following requirements of the **Building and Safety Superintendent:**
    a. Compliance with 2001 California Uniform Code, Gardena Municipal Code, Relevant Uniform Codes.

b. If during construction, business needs to be operational, it needs to provide all required temporary gravity & lateral resistant element, prior to any dismantling of existing building system.

30. Applicant shall comply with all of the following mitigation measures, which are incorporated as conditions of approval:

a. All external security lighting and spot lighting shall be directed and confined to the project site. Adequate shielding will be used to insure no unwanted light extends beyond the proposed project site, particularly towards the residential uses to the north.

b. The project applicant shall require project contractors to implement the following SCAQMD-approved dust control measures during project construction:

i Apply approved non-toxic chemical soil stabilizers according to manufacturer's specification to all inactive construction areas (previously graded areas inactive for four days or more).

ii Replace ground cover in disturbed areas as quickly as possible.

iii Enclose, cover, water twice daily, or apply approved soil binders to exposed piles (i.e., gravel, sand, dirt) according to manufacturers' specifications.

iv Water active grading sites at least twice daily.

v Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 mph.

vi Provide temporary wind fencing consisting of three- to five-foot barriers with 50 percent or less porosity along the perimeter of sites that have been cleared or are being graded.

vii All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (i.e., minimum vertical distance between top of the load and the top of the trailer), in accordance with Section 23114 of the California Vehicle Code.

viii Sweep streets at the end of the day if visible soil material is carried over to adjacent roads (recommend water sweepers using reclaimed water if readily available).

ix Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.

x Apply water three times daily or chemical soil stabilizers according to manufacturers' specifications to all unpaved parking or staging areas or unpaved road surfaces.

xi Enforce traffic speed limits of 15 mph or less on all unpaved roads.

xii Pave construction roads when the specific roadway path would be utilized for 120 days or more.

c. The property line wall between the Target store and the apartments shall be replaced with a 16-foot high block wall. The south face of the wall (i.e., the side facing the Target store) shall be sound absorptive. This can be achieved by using sound-absorbing structural masonry units or by attaching sound absorbing panels to the face of a standard block wall. Enclosure 1 of the noise study prepared for the project provides product details for such products. The wall shall be a continuous structure, without gaps for drainage, or gates. ***Said wall shall also be planted with appropriate anti-graffiti paint and/or creeping fig vines.***

~~d. Truck deliveries and the unloading of trucks/trailers shall be restricted to the daytime hours of 7:00 am to 10 pm.~~

e. Delivery trucks (other than refrigerated trucks) shall not be permitted to idle in the parking and loading areas. Signs to this effect shall be prominently posted.

f. Delivery truck drivers shall be encouraged to minimize acceleration and maintain reduced vehicle speeds while on site. Signs to this effect shall be prominently posted.

g. All delivery trucks shall be required to have properly maintained, factory-approved mufflers.

h. All exterior doors associated with the loading docks shall be kept closed when not in use.

i. Administrative controls shall be implemented to minimize employee yelling and the use of radios when the loading dock doors are open, and to minimize truck driver conversations and radios in the loading dock areas.

j. In order to meet the noise standards and not create a significant noise impact, the applicant shall choose from the following three options:
   i Increase the 16-foot wall to 22 feet in height with treatment that is aesthetically pleasing; or
   ii Restrict all truck deliveries to the hours of 7:00 AM to 7:00 PM; or
   iii Relocate the loading dock to the south side of the building.

k. The developer shall be required to comply with applicable fire and life safety standards and code requirements such as fire hydrant flows, hydrants spacing, adequate fire lane turning radius, access, and design. Water supply connections to the project site shall be adequately sized to the satisfaction of the County of Los Angeles Fire Department prior to issuance of a Certificate of Occupancy.

l. The project applicant would pay all necessary school fees set for by the Los Angeles Unified School District at the time of building permit issuance.

m. One inbound lane and two outbound lanes shall be provided (one left turn and one right turn egress). The driveway lane width dimensions shall be approximately 17 feet, 4 feet, 11 feet, and 13 feet for the inbound lane, median, left turn egress, and right turn egress, respectively. In addition, the existing curb return radius shall be increased to about 15 feet (R = 15 feet).

n. The site plan shall be revised to include "Conceptual Main Access Modification" attached to the Traffic Study prepared for the project as Attachment A ***or alternative configuration approved by the City's Traffic consultant.*** This modification would serve to improve operations at this primary access.

~~o. The site plan shall be revised as shown on Attachment A of the Traffic Study prepared for the project. This modification would serve to better define an "open area" that has many vehicle conflict points within one on-site intersection.~~

p. The proposed "small" parking area served by the westerly Redondo Beach Boulevard driveway shall be designated to serve employees.

q. The site plan shall be revised to illustrate truck turn radii and the planned on-site travel routes for the trucks to determine feasibility.

r. ~~The site plan shall be revised to incorporate~~ Truck access ~~and circulation modifications recommended in Sasaki Transportation Services, June 28, 2005 report. These modifications include~~ shall be from Van Ness Avenue and egress shall be on Redondo Beach Blvd.

~~(1) The first truck bay shall be moved back seven feet and the second position moved back 14 feet;~~

~~(2) The south side of the driveway shall be widened by approximately five feet and the curb return radius increased to "R = 35 feet";~~

~~(3) The two parking spaces adjacent to the docks shall be eliminated and used for maneuvering area for the other parking spaces; and~~

~~(4) As a result of the modifications, modifications to the traffic signal at Van Ness Avenue will be required. The lane alignments with Manhattan Beach Boulevard will need to be verified as part of the traffic signal modification.~~

s. The project applicant shall prepare and implement a storm water pollution prevention plan (SWPP) for the project to be approved by the City, which incorporates controls during construction and post-construction and shall obtain a General Permit prior to issuance of Building Permits. The Applicant would comply with all of Best Management Practices applicable to residential subdivisions, pursuant to Chapter 8.70 of the Gardena Municipal Code, including but not limited to the following requirements related to this permit, to the extent that they apply to the project.

t. Materials Management activities, such as:

i Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, pool chemicals and, where possible, using safer alternative products;

ii Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and

iii Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. Household hazardous waste and used oil recycling at collection centers and round-up activities are very productive BMPs.

iv Spill Prevention and Cleanup activities which are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks.

v Illegal Dumping Controls which consist of laws, ordinances and public education programs intended to prevent the dumping of waste products (solid waste/liquid waste and yard trash) into storm drain systems and watercourses.

vi Street and Storm Drain Maintenance activities that control the movement of pollutants and remove them from pavement through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. Modification of channels/creek characteristics to improve hydraulics and increase pollutant removals also enhances aesthetic and habitat value.

vii Oil/water separators, which are designed to remove one specific group of contaminants: petroleum compounds and grease. However, separators would also remove floating debris and settleable solids.

u. Any utilities and service systems upgrades deemed necessary by the Southern California Water Company for the purpose of serving the proposed project site shall be at the cost of the project applicant.

v. To reduce the volume of solid waste generated by the construction and operation of the project, a recycling/conservation program shall be established on-site by the project applicant and approved by the Community Development Director prior to issuance of demolition or building permits.

w. The project applicant shall demonstrate that all construction and demolition debris, to the maximum extent feasible, would be salvaged and recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program would be provided to the City of Gardena, Public Works Department prior to issuance of demolition permits.

31. Applicant agrees to pay a parking-in-lieu fee of ~~$1,100 per spaces~~ ***$80,000 pursuant to Section 65906.5*** of the government code instead of the required spaces, which funds will be deposited into an earmarked fund for parking studies, provision of additional facilities and or implementation of improvements to existing parking facilities in the city.

32. The applicant shall comply with the following requirements of the City's **Park Maintenance Superintendent:**
    i Replace missing parkway trees on RBB w/ 24" box carrottwood.
    ii The proposed palms on Van Ness may grow too close to high tension

33. Applicant and applicant's contractors shall submit a construction management and staging plan for the construction project, to ensure there is clear understanding of the what impacts may be expected and to minimize disruption in the immediate area

34. Applicant shall defend, indemnify and hold harmless the City, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this permit approval, which action is brought within the applicable time period of Government Code § 65009. The City shall promptly notify the applicant/developer of any claim, action or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant/developer of any claim, action or proceeding, or if the City fails to cooperate fully in the defense, the applicant/developer shall not thereafter be responsible to defend, indemnify or hold harmless the City. The applicant/developer shall reimburse the City for any court and

attorney's fees which the City may be required to pay as a result of any claim or action brought against the City because of this grant. Although the applicant/developer is the real party in interest in an action, the City may, at its sole discretion, participate at its own expense in the defense of the action, but such participation shall not relieve the applicant/developer of any obligation under this condition.

35. Applicant shall make a good faith effort to hire local contractors, vendors, and suppliers in the construction of this project. Good faith efforts will include but not be limited to the submittal of a list of the contractors, vendors and suppliers that have been invited to bid on work or materials to the Community Development Department, prior to commencing work.

36. Applicant understands and agrees to all the conditions of approval set forth in this Memorandum. In the event the applicant does not comply with any one of the conditions of approval, the City may commence proceedings to suspend or revoke this site plan review approval, in accordance with Section 18.44.070 of the Code.

37. Applicant shall print this Memorandum as approved in its entirety and the Mitigation Monitoring Program on a sheet which shall be submitted to the City at the time of submittal of building plans for plan check.

38. This memorandum shall be recorded with the County Recorder on the property. Proof of compliance shall be in the form of a copy of the recorded document, submitted to the Community Development Department, prior to issuance of a Certificate of Occupancy.

39. Cart stalls shall not be located in any of the parking stall areas.

~~Strikethrough~~: deleted text
Bold italics: added text

AYES: Mimaki, CeDillos, Inouye, Lawrence
ABSENT: Spates

DATE OF ACTION: July 19, 2005

CERTIFICATION

A copy of this Memorandum will be sent to the applicant and to the City Council as a report of findings and action of the Commission.

Kathy T. Ikari, Secretary
Planning and Environmental Quality Commission

CITY OF GARDENA
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STAFF REPORT
RESOLUTION NO. PC 5-20
GENERAL PLAN AMENDMENT # 3-20
AGENDA ITEM #6

MEETING DATE: June 2, 2020

TO: Chair Jackson and Members of the Planning and Environmental Quality Commission

FROM: Raymond Barragan, Acting Community Development Director
Lisa Kranitz, Assistant City Attorney

APPLICANT: City Initiated

LOCATION: Citywide

SUBJECT: CONSIDERATION OF PC RESOLUTION NO. 5-20 RECOMMENDING THAT THE CITY COUNCIL AMEND THE CIRCULATION PLAN OF THE CITY'S GENERAL PLAN, ADOPT THE REVISED CEQA POLICIES AND PROCEDURES WHICH INCORPORATE THE NEW THRESHOLDS FOR TRANSPORTATION IMPACTS RELATED TO VEHICLE MILES TRAVELED AND DIRECT STAFF TO FILE A NOTICE OF EXEMPTION

BACKGROUND

In 2013 SB 743 was signed into law which started a process to fundamentally change the way transportation impacts were analyzed. Traditionally, the City has used a Level of Service ("LOS") analysis which measures the delay caused by a project; the greater the delay – the greater the impact. The goal was to keep traffic moving with a minimal amount of delay. This type of metric discouraged higher density infill projects.

SB 743 changes all of that by changing the way impacts are determined from delay to vehicle miles traveled ("VMT"). Under this new, State-mandated scenario, the idea is to reduce the number of VMTs per project by encouraging infill development, which in turn reduces greenhouse gasses (GHG) and improves public health. As of July 1, 2020, all cities must be using the revised VMT criteria to determine impacts. VMT captures the number of trips and the length of trips proposed on the roadway network. LOS may still be used as part of the transportation analysis to see if improvements need to be made. However, LOS may no longer be used as a way of measuring traffic impacts under CEQA.

In order to comply with the State-mandated changes, the City will need to adopt new Thresholds of Significance for transportation impacts which will be part of the City's updated CEQA Policies and Procedures. To accomplish this task, the City hired Fehr & Peers, one of the leading Transportation Engineering firms in California.

In addition to adopting new CEQA Policies and Procedures and Thresholds of Significance for transportation impacts, the City will also have to amend the Circulation Plan of the City's General Plan to remove references to LOS as a threshold of significance and make other corresponding changes.

ANALYSIS

SB 743 Implementation Analysis

Fehr & Peers has provided a report on the SB 743 Implementation Transportation Analysis Update which will be more thoroughly discussed during the meeting. The report, which is attached hereto as Exhibit A, is divided into the following 5 Chapters.

- Chapter 1 – the Introduction simply provides an overview as to what is included in each of the other Chapters.
- Chapter 2 – provides an overview of SB 743 and what it means for Gardena.
- Chapter 3 – discusses the recommended changes to the Circulation Plan.
- Chapter 4 – outlines the methodology for calculating VMT for land use projects/plans, provides the threshold of significance and discusses mitigation option for projects that do have a VMT impact.
- Chapter 5 – outlines Local Transportation Assessment Procedure for the City's to follow in studying a project's effects on the transportation system.

Chapter 2 – Transportation Analysis Implications

In order to assess transportation impacts and implement SB 743, the Office of Planning and Research ("OPR") produced a Technical Advisory. However, lead agencies still have to make decisions about the VMT methodology to use, the thresholds of significance, and mitigation measures. The VMT analysis needs to be consistent with the City's General Plan, which includes the Circulation Plan.

The City must make the following decisions in order to implement VMT:

- VMT Screening Criteria – what projects do not have to be examined based on specified criteria
- VMT Impact Thresholds – at what level do projects have a significant impact based on VMT
- Local Transportation Assessment Procedures – what information is needed to evaluate the local transportation effects of a project

Chapter 3 – Circulation Plan Update

The changes to the Circulation Plan fall into two general categories. The first are changes that are needed to implement VMT and eliminate LOS as a threshold of significance. Until the Circulation Plan can be amended, the City's environmental analysis will still be required to look at LOS under General Plan consistency. However, LOS impacts cannot be deemed a significant impact under CEQA.

In addition to VMT changes, the Circulation Plan is being updated to make minor changes to outdated sections as well as include a reference to the Complete Streets Act. This Act requires Circulation Elements to address the use of streets for not just vehicles, but also pedestrians and bicyclists.

The changes recommended in Chapter 3 can be found in the draft Circulation Plan attached as Exhibit B.

Chapter 4 – CEQA Methodology, Thresholds, and Mitigation

As set forth above, OPR has provided a technical memo setting forth advice for implementing SB 743. The City has relied on OPRs recommendations in coming up with its own methodology for implementing SB 743 as this provides the substantial evidence that the City needs in taking its actions.

- VMT Screening Criteria - screening criteria are based on several different factors. Projects will not need to do a VMT analysis under the following circumstances:

    - Size/Type – Projects that generate less than 110 daily trips, a retail use of less than 50,000 square feet, and 100 percent affordable housing;

    - Low VMT Area – Using the SCAG travel demand model, Fehr & Peers has determined which areas of the City qualify as "Low VMT areas" for both residential projects and office projects. A Low VMT area is a traffic analysis zone that generates traffic on a per capita basis that is at least 15% below the regional area. Figures 1 and 2 in the Fehr & Peers report show the different areas for residential and office. These maps will have to be updated each time SCAG updates its regional plans.

    - High- Quality Transit Areas ("HQTAs") - projects that are in a HQTA, which is a location within ½ mile from an existing or planned major transit stop or station, or existing stop along a high-quality transit corridor, will be screened out unless they meet certain conditions. As shown on Figure 3, almost the entire City is in a HQTA. However, a project will ***not*** be screened out in the following cases:
        - A non-residential project where the Floor Area Ratio is less than 0.75 – this would be most commercial projects in the City, or a residential project that is less than 20 units per acre;
        - The project has ***more*** parking than required by the City Code;
        - The project is inconsistent with SCAGs Regional Transportation Plan/Sustainable Communities Strategy – as determined by the City; or
        - The project replaces affordable residential units with a smaller number of moderate- or high-income units.

- VMT Analysis Methodology – if a project is not screened out based on one of the above criteria, then a VMT analysis is necessary. Most projects will be able to use the SCAG model rather than a custom analysis to determine trip generation and trip length. As with the current method, the analysis should look at both existing and future/cumulative conditions. Once the analysis is completed, it is then necessary to determine if the project creates a significant impact. Again, the recommended threshold is based on OPR guidance and is summarized in Table 4.

    - For most land use projects, a significant impact would occur only where the project generates less than 15% below the regional average or is higher than the regional

VMG. On a cumulative basis, staff would also have to look at consistency with the RTP/SCS.

- VMT Mitigations – if a project does generate VMTs that create a significant impact, then mitigation measures may be employed to reduce impacts. These mitigation measures can include implementing Transportation Demand Management (TDM) strategies and paying for certain types of improvements, such as a bus shelter. Appendix D of the Update Analysis contains VMT Mitigation Options.

Chapter 5 – Local Transportation Assessment Procedures

This Chapter explains what type of transportation assessments are required for projects in addition to the VMT analysis. Under the Local Transportation Assessment Procedures, the City would require transportation information with the level of analysis and methodology that is required dependent on the size of the project. While LOS cannot be used to determine significant impacts under CEQA, LOS information is still important to determine impacts of the project in the immediate vicinity.

- Projects Generating Less Than 20 Peak Hour Trips – these projects will simply require a traffic memo summarizing the project trip generation and assignment ("Trip Generation Memo")

- Projects Generating 20 – 49 Peak Hour Trips – these projects will require a Trip Generation Memo and a cumulative project review for relevant projects.

- Projects Generating 50+ Peak Hour Trips – these projects will require a Local Transportation Assessment focusing on roadways providing immediate access to the project site and intersections immediately adjacent to the project site. Unsignalized intersections will be studied only if future signalization is considered desirable by the City. A study intersection will be any intersection where the project will add 50 peak hour trips. Projects which have direct access to, or is located on a neighborhood street, should include a residential assessment which will allow the City to consider relevant traffic calming solutions if required.

The Local Transportation Assessment Procedures do not need formal adoption by the City and are being presented for information only.

Circulation Plan Amendment

The Circulation Plan is part of the City's General Plan. The change to the VMT analysis requires changes to the Circulation Plan as outlined above.

CEQA Policies and Procedures

Each local agency is required to adopt guidelines, policies and procedures implementing the California Environmental Quality Act. It has been decades since Gardena has updated its Policies and Procedures. Staff has taken this opportunity to update the City's Policies and Procedures overall, in addition to updating the CEQA Policies and Procedures to establish new thresholds of significance for transportation impacts. The Policies and Procedures adopt the State CEQA

Guidelines by reference and add procedural requirements as well. A copy is attached hereto as Exhibit C. The Policies and Procedures adopt the Thresholds of Significance that are attached as Appendix A to the Fehr & Peers report.

GENERAL PLAN CONSISTENCY

As noted above, the Circulation Plan must be revised in order to be consistent with State law and eliminate LOS as a way to measure transportation impacts. However, this change is consistent with other goals and policies of the City's General Plan:

- Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Goal 3: Promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.

- Land Use Goal 1: 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.

    - LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multifamily residential developments.

- Land Use Goal 4: Provide the highest quality of public facilities possible to meet the needs of the City's residents and businesses and promote the City's image and cultural heritage.
    - LU 4.3: Design public improvements to encourage pedestrian activity and access and to provide safe and convenient pedestrian circulation.

ENVIRONMENTAL CONSIDERATIONS

The recommended actions listed below are all categorically exempt from the California Environmental Quality Act (CEQA) provisions. The actions are exempt under the common sense exemption of Guidelines Section 15061(b)(3) where it can be seen with certainty that the project would not have a significant effect on the environment given that regardless of whether the City takes these actions, State law mandates the change in the methodology assessing traffic impacts. Additionally, these actions are exempt under Guidelines Section 15308 because they are taken to protect the environment. The revised CEQA thresholds will be compliant with a State mandate (SB 743) and will be used in a the regulatory CEQA process that involves procedures for the protection of the environment. The Local Transportation Assessment Procedures will provide the City with project-specific transportation information that can be used in the local regulatory process in which protection of the environment is considered. Additionally, the change to the General Plan is required to be compliant with SB 743 and other State laws.

NOTICING

The public hearing notice for this item was published on May 21, 2020.

RECOMMENDATION

Staff recommends the Planning and Environmental Quality Commission:

1. Open the public hearing;
2. Receive testimony from the public; and
3. Adopt PC Resolution No. 5-20 (Exhibit D) recommending that the City Council amend the Circulation Plan of the City's General Plan, adopt the revised CEQA Guidelines which incorporate the new thresholds for transportation impacts related to vehicle miles traveled and direct staff to file a Notice of Exemption

EXHIBIT

A – SB 743 Implementation Transportation Analysis Updates

B – Circulation Plan Amendments

C – Gardena CEQA Guidelines

D – PC Resolution No. 5-20

SB 743 Implementation Transportation Analysis Updates

Prepared for:
City of Gardena

June 2020

Project Number: LB19-0005

FEHR PEERS

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Chapter 1 – Introduction

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process intended to fundamentally change transportation impact analysis as part of compliance with the California Environmental Quality Act (CEQA). In summary, SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a new performance metric – vehicle miles of travel (VMT). With this change, the State is shifting the focus from measuring a project's impact to drivers (LOS) to measuring the impact of driving (VMT) to achieve State goals of reducing greenhouse gas (GHG) emissions, encouraging infill development, and improving public health through active transportation.

In response to SB 743, the City of Gardena has adopted new transportation impact thresholds to adhere to CEQA requirements and provide guidance on conducting transportation studies in the City. The following chapters of this report are organized as follows:

- **Chapter 2: Transportation Analysis Implications for SB 743** – This chapter provides an overview of SB 743 and what it means for transportation impact analysis in the City of Gardena.
- **Chapter 3: Circulation Plan Update** – This chapter provides recommended changes to the Gardena General Plan 2006 Community Development Element Circulation Plan that relate to the adoption of VMT thresholds, and the removal of LOS analysis for CEQA purposes. Additional Circulation Plan edits related to Complete Streets, and other minor changes to reflect new requirements, such as elimination of the Congestion Management Plan (CMP), are also recommended in this chapter.
- **Chapter 4: CEQA Methodology, Thresholds, and Mitigation** – This chapter outlines the methodology for calculating VMT for land use projects and plans in the City of Gardena, provides the threshold of significance, and discusses mitigation options for projects that are found to have a VMT impact. Analysis requirements for transportation projects are also presented.
- **Chapter 5: Local Transportation Assessment Procedures** – This chapter outlines the City's procedures for studying a project's effects on the transportation system. While CEQA requirements have changed, the City can continue to dictate the types of analysis to be conducted for land use and transportation projects, such as continuing to include LOS. Although LOS would no longer be used to determine a project's transportation impact under CEQA, it can still be used to inform decision makers on the overall effects of a project.

Chapter 2 – Transportation Analysis Implications for SB 743

What is SB 743?

On September 27, 2013, Governor Jerry Brown signed SB 743 into law. The primary purpose of SB 743 was eliminating LOS as a measure of vehicular capacity and traffic congestion as a basis for determining significant transportation impacts under CEQA. The law directed the Governor's Office of Planning and Research (OPR) to update the State CEQA Guidelines to include new performance criteria for determining the significance of transportation impacts.

In response to SB 743, OPR selected vehicle miles of travel (VMT) as the new transportation impact metric. OPR then submitted updates to the State CEQA Guidelines, and these updates were certified by the Natural Resources Agency in December 2018. Lead agencies have been granted a grace period until July 1, 2020 to opt-in to implementing a VMT analysis as part of their environmental review process under CEQA.

***CEQA** refers to the California Environmental Quality Act. This statute requires identification of any significant environmental impacts of State or local action including approval of new development or infrastructure projects. The process of identifying these impacts is typically referred to as the environmental review process.*

To help aid lead agencies with SB 743 implementation, OPR produced a Technical Advisory (see link below). The Technical Advisory helps lead agencies think about the variety of implementation questions they face with respect to shifting to a VMT metric. However, lead agencies must still make their own specific decisions about VMT methodology, thresholds, and mitigation. These decisions should be consistent with the City's goals as expressed in their general plan.

Additional Online Resources:

Technical Advisory on Evaluating Transportation Impacts in CEQA, OPR, December 2018
http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

What is VMT? A short video explaining the basic components of VMT along with additional background on SB 743 is provided on this informational website. http://www.fehrandpeers.com/sb743/

Why did the State adopt SB 743?

The intent of SB 743 is to better support the following State goals:

- Reducing greenhouse gas (GHG) emissions
- Encouraging infill development
- Improving public health through active transportation

While changes to driving conditions that increase travel times are an important consideration for traffic operations and management, these changes do not fully describe environmental effects associated with fuel consumption, emissions, and public health. VMT based impact criteria will help to incorporate these environmental effects and move toward achieving the State goals listed above.

How does LOS compare to VMT?

Conventional approaches to transportation impact analysis tend to focus on vehicle LOS related to driver delay and roadway congestion. SB 743 changes the focus of transportation impact analysis under CEQA from measuring impacts to drivers (LOS), to measuring the impact of driving (VMT).

While LOS measures the driver's experience traveling through a specific point on the roadway system (e.g., through an intersection), VMT captures both the number of trips and the length of those trips on the entire roadway network. For example, a proposed retail development intended to serve nearby residents in an urban area can result in an LOS impact because it adds vehicle trips to an already congested intersection. In comparison, a proposed office building in an industrial area may not result in any LOS impacts because it is surrounded by multi-lane roadways with plenty of vehicle capacity, but it may attract trips from many miles away and result in a larger burden on the transportation network. Relying solely on LOS for CEQA impact analysis has resulted in urban sprawl in some areas.

LOS *refers to "Level of Service," a metric that assigns a letter grade to network performance based on the amount of congestion experienced by drivers, ranging from LOS A to LOS F. LOS is typically reported for individual intersections during the most congested time of day (i.e. peak hours).*

VMT *refers to "Vehicle Miles Traveled," a metric that accounts for the number of vehicle trips generated plus the length or distance of those trips. For transportation impact analysis under CEQA, VMT is generally expressed as VMT per capita for a typical weekday.*

Which projects are affected by SB 743?

Two types of projects, land use development projects and transportation infrastructure projects, are affected by SB 743.

- **Land Use Development Projects** – Development projects and area plans (e.g., General Plan) will continue to require a transportation impact analysis. However, transportation impact studies conducted as part of the CEQA process will now be required to base project impacts on VMT. According to CEQA guidance, municipalities will determine thresholds of significance to determine VMT-related impacts.

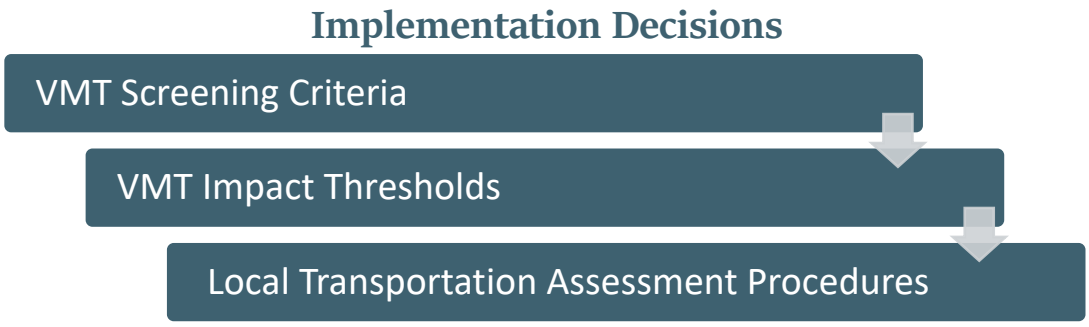
- **Transportation Infrastructure** – Prior to SB 743, transportation projects that had the potential to worsen vehicle delay, such as adding a pedestrian scramble phase, may result in a transportation impact under CEQA. With SB 743 in place, transportation projects that promote travel by non-auto modes are no longer considered to result in a transportation impact. CEQA guidance states transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. Roadway widening projects will need to consider induced travel demand resulting in new VMT.

Can Gardena still consider LOS?

SB 743 does not prevent a city from continuing to analyze LOS as part of development review, area plans, or on-going network monitoring, but LOS will no longer constitute the basis for CEQA impacts. Cities can still use vehicle LOS outside of the CEQA process if they determine it is an important part of their transportation analysis process.

What decisions does the City need to make to implement SB 743?

The implementation of SB 743 is a three-step process. First, the City will define the VMT screening criteria for use in transportation impact analyses. The City can decide to screen-out certain projects, such as small projects or projects located close to high quality transit, from needing a VMT impact analysis.



Next, the City will define its VMT impact thresholds. The City's impact thresholds should be consistent with the goals and policies outlined in the General Plan. Finally, the Local Transportation Assessment Procedures can be established. The City can determine if the historical methodologies and approach to traffic studies are appropriate as is, or if the City wants to recommend changes for evaluating the local transportation effects of a project.

SB 743 Implementation in Gardena

The City began the process of implementing SB 743 in Fall 2019. The process began by collecting baseline VMT data for the City and reviewing future VMT trends based on the regional Travel Demand Forecasting Model developed by the Southern California Association of Governments (SCAG) as part of their Regional Transportation Plan/Sustainable Communities Strategy. The City then used the VMT data to test pilot projects and considered options for the preferred VMT methodology, thresholds, and potential mitigations. The City has also prepared Local Transportation Assessment Procedures to inform the scope and analysis methodologies for future studies in the City.

Chapter 3 – Circulation Plan Update

How does SB 743 align with the City of Gardena General Plan?

The City of Gardena has identified the following goals and policies in its General Plan, which align with the anticipated outcomes of SB 743:

- Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.
- Circulation Goal 3: Promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.
- Land Use Goal 1: 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.
    - LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multifamily residential developments.
- Land Use Goal 4: Provide the highest quality of public facilities possible to meet the needs of the City's residents and businesses and promote the City's image and cultural heritage.
    - LU 4.3: Design public improvements to encourage pedestrian activity and access and to provide safe and convenient pedestrian circulation.

Recommended Changes to the City of Gardena General Plan

To bring the City of Gardena's General Plan Circulation Plan in line with updated state and county environmental guidance, the following deletions, additions, and edits are recommended. Also included are recommendations related to the State of California Complete Streets Act, and other minor changes to reflect new requirements such as elimination of the Congestion Management Plan (CMP).

Deletions

Page CI-1: Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepares the

Congestion Management Plan (CMP) mandated by State Law, which defines the countywide transportation network, establishes service level targets for network routes, and identifies strategies to reduce congestion. The MTA is required by law to monitor local implementation of all elements of the state-mandated CMP. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, implement and adopt a trip reduction and travel demand ordinance, implement a land use analysis program, and prepare annual deficiency plans for portions of the CMP system failing to meet the established service levels. In 2005, the MTA found that 88 jurisdictions, including the City of Gardena, were in conformance with the CMP.

Reason: The CMP no longer exists, as a sufficient number of cities have opted out of the program.

Page CI-12: Performance Criteria (including Table CI-2)

Evaluating the ability of the circulation system to service the City requires establishing suitable performance criteria. Performance criteria establish a desired LOS and a technical component that specifies how traffic forecast data could be used to measure criteria achievement. Table CI-2 presents the performance criteria.

Reason: LOS is no longer an allowed metric.

Page CI-18: Policy CI 1.1

To the extent feasible, maintain traffic flows at nonresidential, signalized intersections at LOS D, and maintain LOS E during peak rush hours.

Reason: LOS is no longer an allowed metric.

Page CI-18: Policy CI 2.1

To the extent feasible, maintain traffic flows at residential signalized intersections at LOS C, and maintain LOS D during peak rush hours.

Reason: LOS is no longer an allowed metric.

Additions

Page CI-1: New paragraph under Purpose

In addition, pursuant to the Complete Streets Act (Assembly Bill 1358) that was passed in 2008, the Circulation Plan must also plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the local context of the community. "Users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. Circulation Plan goals and policies have been updated to reflect multi-modal priorities for the City of Gardena.

Reason: State law required that the Circulation Plan address the Complete Streets Act.

Page CI-18: New policy under CI Goal 1

Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

Reason: New policy to reflect change to VMT methodology.

Page CI-19: New policy under CI Goal 3

As public rights-of-way are repaved or otherwise improved, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure. If no walking, bicycling or public transit improvements are being provided, a report to council should provide an explanation for why such improvements are not needed along this roadway segment.

Reason: Policy to implement the Complete Streets Act.

Edits

Page CI-1:

The implementation of the policies in this Plan will enhance the development and maintenance of a transportation system that will support the safe and convenient movement of people throughout the City, regardless of mode. ~~maximize freedom of vehicles, transit, rail, bicycles and pedestrian movements.~~

Reason: Reflects change from LOS methodology.

Page CI-19: Update CI Goal 3

Develop Complete Streets to p~~P~~romote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities. "Complete Streets" is the term given to streets that accommodate all forms of travel, including automobiles, bicycles, pedestrians, personal mobility devices, transit and freight in a safe environment on designated City streets.

Reason: Reflects the Complete Streets Act.

Future Opportunities in the City of Gardena General Plan

As a part of the next complete update to Gardena's Circulation Plan (as opposed to these minor changes to comply with State law), additional documentation of existing conditions, analysis, and development of goals and policies in support of state and regional environmental and transportation goals may be included. These elements can include:

- Documentation of existing transit and pedestrian facilities, and supportive facilities, such as bicycle parking
- Documentation of planned active transportation or transit facilities, such as those included in the South Bay Bicycle Master Plan
- Planned roadway classifications that include enhanced facilities for biking, walking and transit
- Additional goals and policies related to the reduction of single-occupancy vehicle mile traveled, including those related to development as part of the Land Use Element
- Exploration of Transportation Demand Management policies, programs, and strategies

Additional resources for Circulation Plan updates are provided by Metro and the Governor's Office of Planning and Research:

http://opr.ca.gov/ceqa/updates/sb-743/
https://www.metro.net/projects/countywide-planning/
http://opr.ca.gov/docs/Update_GP_Guidelines_Complete_Streets.pdf

Chapter 4 – CEQA Methodology, Thresholds, and Mitigation

This chapter provides an overview of the methodology for calculating VMT for land use projects and plans in the City, provides recommendations for the thresholds of significance, and discusses mitigation options for projects that are found to have a VMT impact. Implementation decisions were based upon discussion and direction from Gardena staff. In addition, analysis requirements for transportation projects are presented.

VMT Overview

The updated CEQA guidelines have a new section for determining the significance of transportation impacts (Section 15064.3). While OPR produced a Technical Advisory to help lead agencies think about the variety of implementation questions they face when shifting to a VMT metric, lead agencies must still make their own specific decisions about VMT methodology, thresholds, and mitigation. The implementation of new CEQA guidance in the City of Gardena required the following decisions:

1. **VMT Screening & Qualitative Review**: The first step is to determine when a VMT analysis is required. OPR recommends that projects be screened from a VMT analysis based on their size, location, or accessibility to transit. In addition, transportation projects that are not adding new travel lanes may be screened from further VMT analysis.

2. **VMT Analysis Methodology**: If the project is not screened from needing a VMT analysis, the City can use the regional travel demand model to estimate a project's VMT. OPR recommends that VMT be reported as "Home-Based VMT" per capita for residential projects and "Home-Based Work VMT" per employee for office projects. Total VMT or VMT per service population can be reported for large-scale retail projects or other project types, such as special event venues.

3. **VMT Impact Thresholds**: The City has discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. OPR recommends that projects exceeding 15 percent below the existing regional average VMT per capita or per employee may indicate an impact (i.e. projects with higher than regional VMT or 0-14% below regional VMT) .

4. **VMT Mitigation**: The types of mitigation that effect VMT are those that reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the land uses being proposed or by implementing transportation demand management measures.

Each of these topics are discussed in further detail below. In addition, the table below presents the new CEQA criteria in comparison to the OPR Technical Advisory and summarizes what this means for the City.

Table 1: Summary of CEQA Guidance and OPR Technical Advisory

CEQA Criteria	OPR Technical Advisory	What this means for Gardena
VMT Screening & Qualitative Review		
If existing models or methods are not available to estimate VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc.	Generally, qualitative analyses should only be conducted when methods do not exist for undertaking a quantitative analysis. OPR suggests screening for small projects, retail uses less than 50 KSF, and projects located in high quality transit areas.	Based upon the preferences of the City, many projects can likely be screened from completing a detailed VMT analysis and simply provide a qualitative analysis. Screening options are discussed in more detail below.
VMT Analysis Methodology		
A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use a model to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence.	OPR recommends reporting VMT as follows: Residential = Home-Based VMT per capita Office = Home-Based Work VMT per employee Retail = change in total VMT OPR also recommends using a regional travel demand model to estimate VMT.	VMT metrics for the City have been prepared using the SCAG regional travel demand forecasting model for baseline and future conditions (presented below). For projects that require a VMT analysis in the City, a SCAG model run can be performed by the transportation consultant.
VMT Impact Thresholds		
Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.	Residential: A project exceeding 15 percent below the existing regional average VMT per capita (i.e. higher than regional VMT or 0-14% below regional VMT) may indicate a significant transportation impact. Office: A project exceeding 15% below existing regional VMT per employee (i.e. higher than regional VMT or 0-14% below regional VMT) may indicate a significant transportation impact. Retail: A net increase in total VMT may indicate a significant transportation impact.	The City should consider its current and future VMT levels with planned land uses and policies in the General Plan in comparison to the regional average and set thresholds that are appropriate to the City.

For the purposes of VMT analysis shown throughout this report, the travel demand model for the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was used. The baseline model year is 2012. Figures shown throughout this report reflect the 2012 baseline conditions. For comparison purposes, 2040 future year model data is also shown, as well as interpolated 2020 VMT data. Proposed projects should be compared with interpolated data VMT thresholds reflecting the year in which the analysis is completed (e.g. pilot projects tested for this report were compared against 2020 interpolated data). A separate GIS and Excel data file reflecting SCAG model VMT thresholds for each Transportation Analysis Zone (TAZ) within the City of Gardena will be provided to City staff. TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. The City of Gardena should plan to update their VMT metrics when new SCAG model files are available, which is generally every four years.

VMT Screening

VMT is heavily dependent on land use and location. For example, a development site located in an urban area will have lower VMT because people have more options to walk, bike and take transit or drive short distances to nearby destinations in comparison to a suburban development where most people drive longer distances for their everyday work and household needs. Therefore, OPR has provided guidance related to several opportunities for screening projects that would generate low VMT as described below.

The City of Gardena made the decision to pursue individual project screening. Staff worked to determine the parameters of the screening criteria that are appropriate for Gardena. In the tables under each implementation decision below, a screening recommendation has been made by the City.

Implementation Decision 1: Project Type Screening

Projects that generate less than 110 daily trips may be screened from conducting a VMT analysis (note that this level of trip generation would also not require a LOS analysis under current practice). Local serving retail projects less than 50 ksf may be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. This is because local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition, affordable housing in infill areas can shorten commutes by providing housing closer to where people work, thereby reducing VMT, and do not require a VMT analysis.

OPR Recommendation	Staff Recommendation	What this means for Gardena
Screen the following project types from VMT analysis: - Projects that generate less than 110 daily trips - Local serving retail uses (<50 ksf) - 100 percent affordable residential development	Screen the following project types from VMT analysis: - Projects that generate less than 110 daily trips - Local serving retail uses (<50 ksf) - 100 percent affordable residential development Follow OPR guidance to screen by project size and type.	The City's recommendation means that projects that generate less than 110 daily trips, projects that include local serving retail uses less than 50 ksf, and 100 percent affordable residential development would not need to complete a VMT analysis. The City's Local Transportation Assessment Procedures would still be applicable to these projects.

The following table shows how many residential units fall under the 110 daily trip cap for three different residential land use types, based on the ITE Trip Generation Manual, 10th Edition. Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors).

Table 2: Residential Land Use, Trip Rates, and Daily Trip Cap

Residential Land Use	ITE Code	Daily Rate (trips per unit)	Number of Units under 110 Daily Trip Cap?
Single Family	210	9.44	11 units
Multi Family (low-rise)	220	7.32	15 units
Multi Family (mid-rise)	221	5.44	20 units

Source: ITE Trip Generation Manual, 10th Edition

Implementation Decision 2: Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The SCAG travel demand model is the most appropriate model to use for VMT forecasting within the City of Gardena. Since the model's VMT is utilized to generate the regional averages, use of the SCAG model is necessary to ensure that project VMT is evaluated consistently. Therefore, the SCAG model was used to measure VMT performance Citywide and for individual traffic analysis zones (TAZs) for Base Year 2012 and Future Year 2040 conditions, and interpolated to estimate 2020 conditions. The VMT metrics for the City of Gardena are discussed in further detail below as part of the screening for residential and office projects.

Low VMT areas for residential projects are defined as TAZs that generate VMT on a per capita basis that is at least 15% lower than the regional average. The VMT metrics for the City of Gardena in comparison to the SCAG regional average are presented in Table 3. As shown, the average Home-Based VMT per capita in the City is more than 20% below the regional average.

Table 3: SCAG Model Outputs for Region and City of Gardena (Home-Based VMT) – Residential Projects

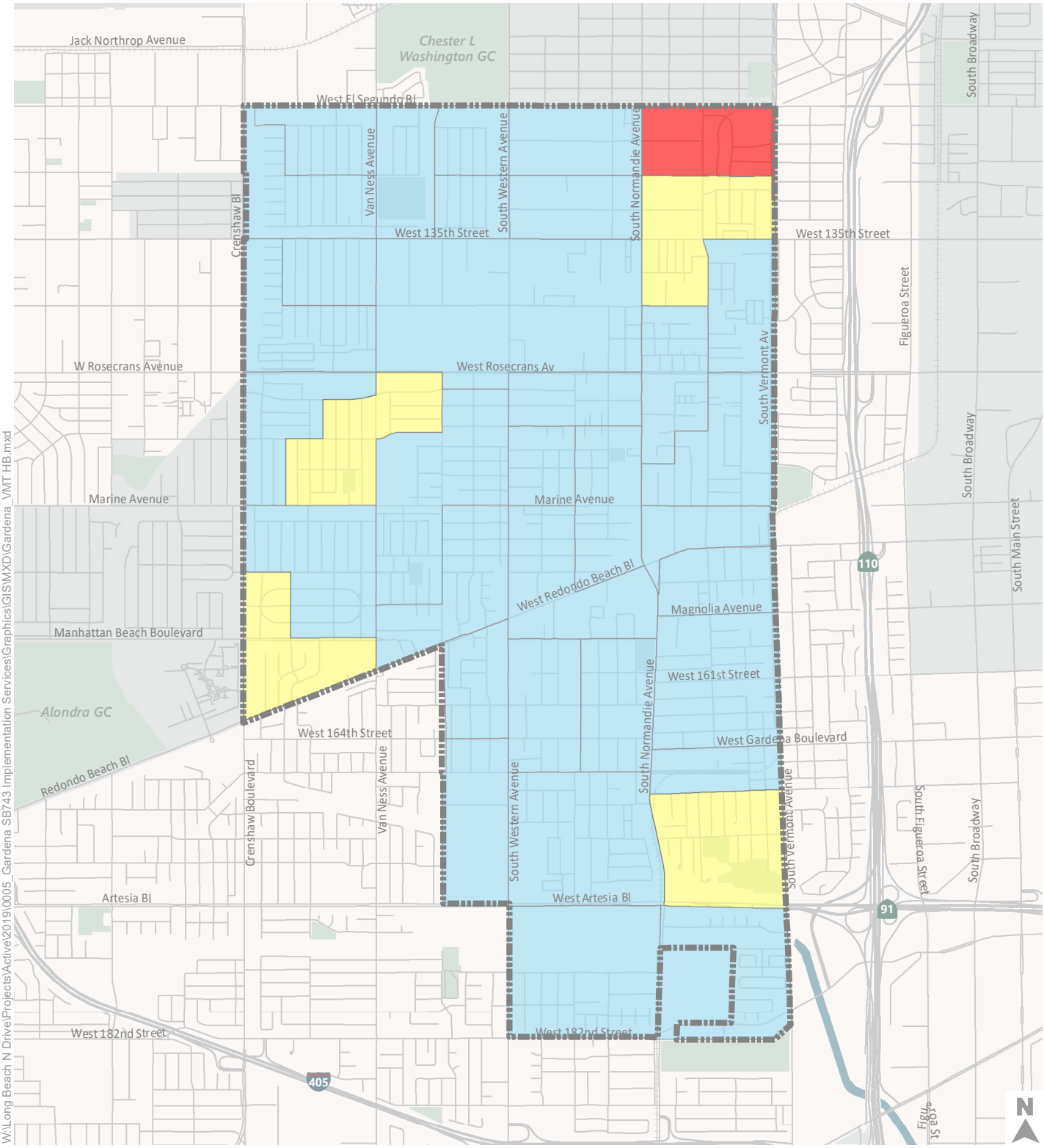
VMT Metrics	SCAG Region/ Gardena Average VMT		
	2012 Base Year Model	2020 Estimate	2040 Future Year Model
Regional Home-Based VMT per Capita	15.02	14.35	12.97
City Home-Based VMT per Capita	11.42	11.00	10.10
% Difference	-24%	-23%	-22%

Figure 1 illustrates the Home-Based VMT per capita in the City of Gardena by TAZ in comparison to the regional average for the 2016 SCAG RTP/SCS Model Base Year (2012). As expected, based on the Citywide VMT information in the above table, the majority of the TAZs have Home-Based VMT per capita at least 15% lower than the baseline regional average.

Figure 1 illustrates low VMT areas within the City of Gardena for the Base Year. Specifically, if a residential project is proposed in a TAZ that has VMT at least 15% lower than the regional average, the project would also be expected to generate VMT at least 15% lower than the regional average. The recommendation from staff is summarized below.

OPR Recommendation	Staff Recommendation	What this means for Gardena
Screen the following project type from VMT analysis: - Residential projects located in low VMT generating TAZs, defined as VMT per capita that is at least 15% lower than the baseline regional average.	Screen the following project type from VMT analysis: - Residential projects located in low VMT generating TAZs, defined as VMT per capita that is at least 15% lower than the baseline regional average.	The City's recommendation means that the majority of residential projects would not need to complete a VMT analysis. The City's Local Transportation Assessment Procedures would still be applied to residential projects.

It should be noted that SCAG updates its model every four years. We recommend the City's VMT screening maps be updated with each new model release to ensure that the areas designated as low-VMT generators compared to regional VMT reflect the best available data.



<-15% below SCAG Regional Average

0 to -15% below SCAG Regional Average

Higher than SCAG Regional Average

Figure 1

SCAG Model (2012)

Daily Residential Home Based VMT per Capita

Residential Projects

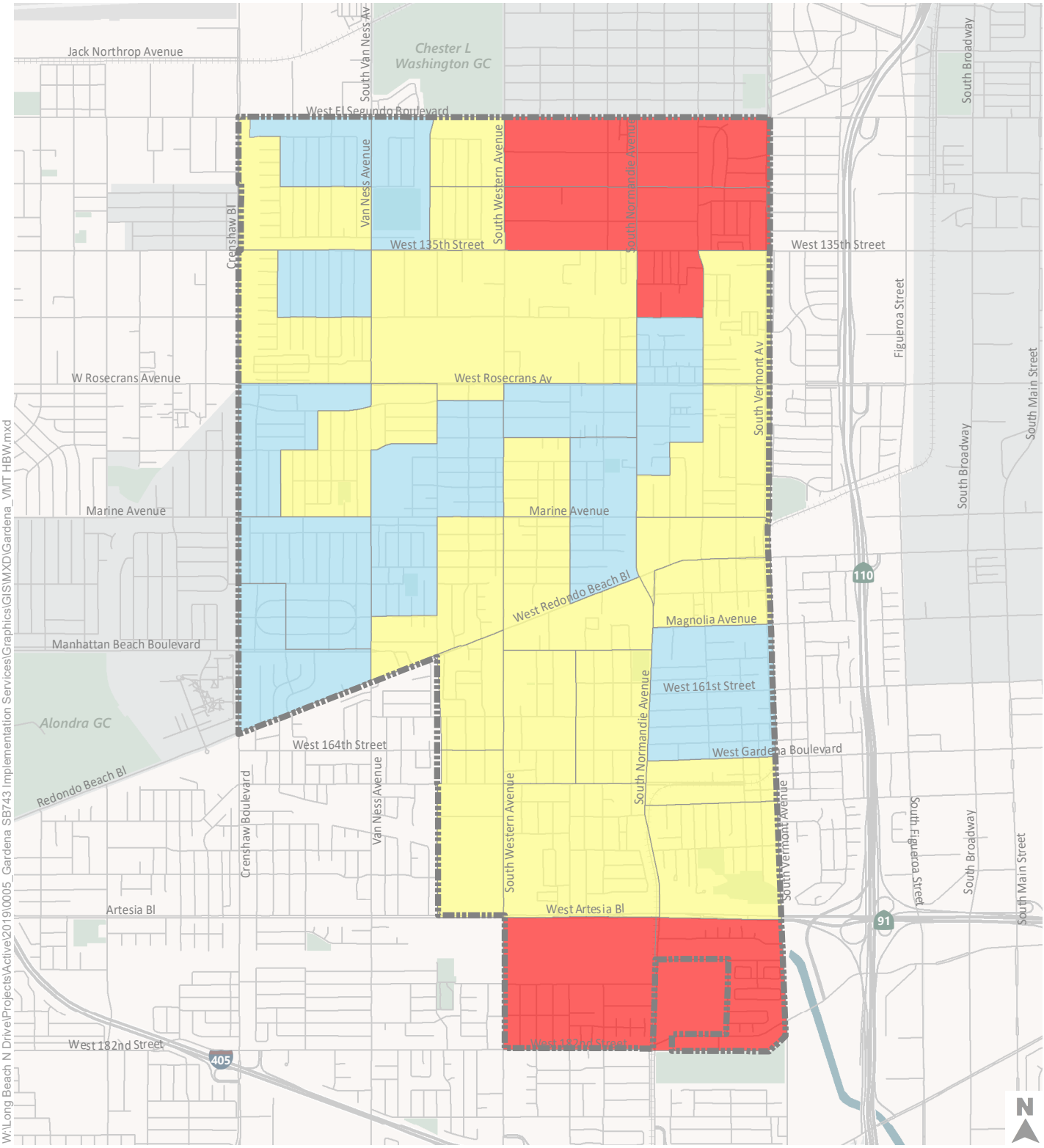
Low VMT areas for office projects are defined as TAZs that generate VMT on a per employee basis that is at least 15% lower than the regional average. The VMT metrics for the City of Gardena in comparison to the SCAG regional average are presented in Table 4. As shown, the average Home-Based Work VMT per employee is approximately 6% below the regional average.

Table 4: SCAG Model Outputs for Region and City of Gardena (Home-Based Work VMT) – Office Projects

VMT Metrics	SCAG Region/ Gardena Average VMT		
	2012 Base Year Model	2020 Estimate	2040 Future Year Model
Regional Home-Based Work VMT per Employee	19.00	17.23	13.90
City Home-Based Work VMT per Employee	17.78	16.22	12.84
% Difference	-6%	-6%	-8%

Figure 2 shows Home-Based Work VMT per employee for TAZs in the City of Gardena in comparison to the regional average during the Base Year. The average Home-Based Work VMT per employee in Gardena is lower than the regional average, but it is not more than 15% lower as recommended by OPR for screening in low VMT areas. However, several Gardena TAZs do qualify as low VMT areas for Home-Based Work VMT. If an office project is proposed in a TAZ that has VMT at least 15% lower than the regional average, the project would also be expected to generate VMT at least 15% lower than the regional average. The recommendation from staff is summarized below.

OPR Recommendation	Staff Recommendation	What this means for Gardena
Screen the following project type from VMT analysis: - Office projects located in low VMT generating TAZs, defined as VMT per employee that is at least 15% lower than the baseline regional average.	Screen the following project type from VMT analysis: Office projects located in low VMT generating TAZs, defined as VMT per employee that is at least 15% lower than the baseline regional average.	The City's recommendation means that office projects that fall within low Home-Based Work VMT areas would not need to complete a VMT analysis. The City's Local Transportation Assessment Procedures would still be applied to office projects.



<-15% below SCAG Regional Average

0 to -15% below SCAG Regional Average

Higher than SCAG Regional Average

Figure 2

SCAG Model (2012)

Daily Home Based Work VMT per Employee
Office Projects

Implementation Decision 3: Transit Proximity Screening

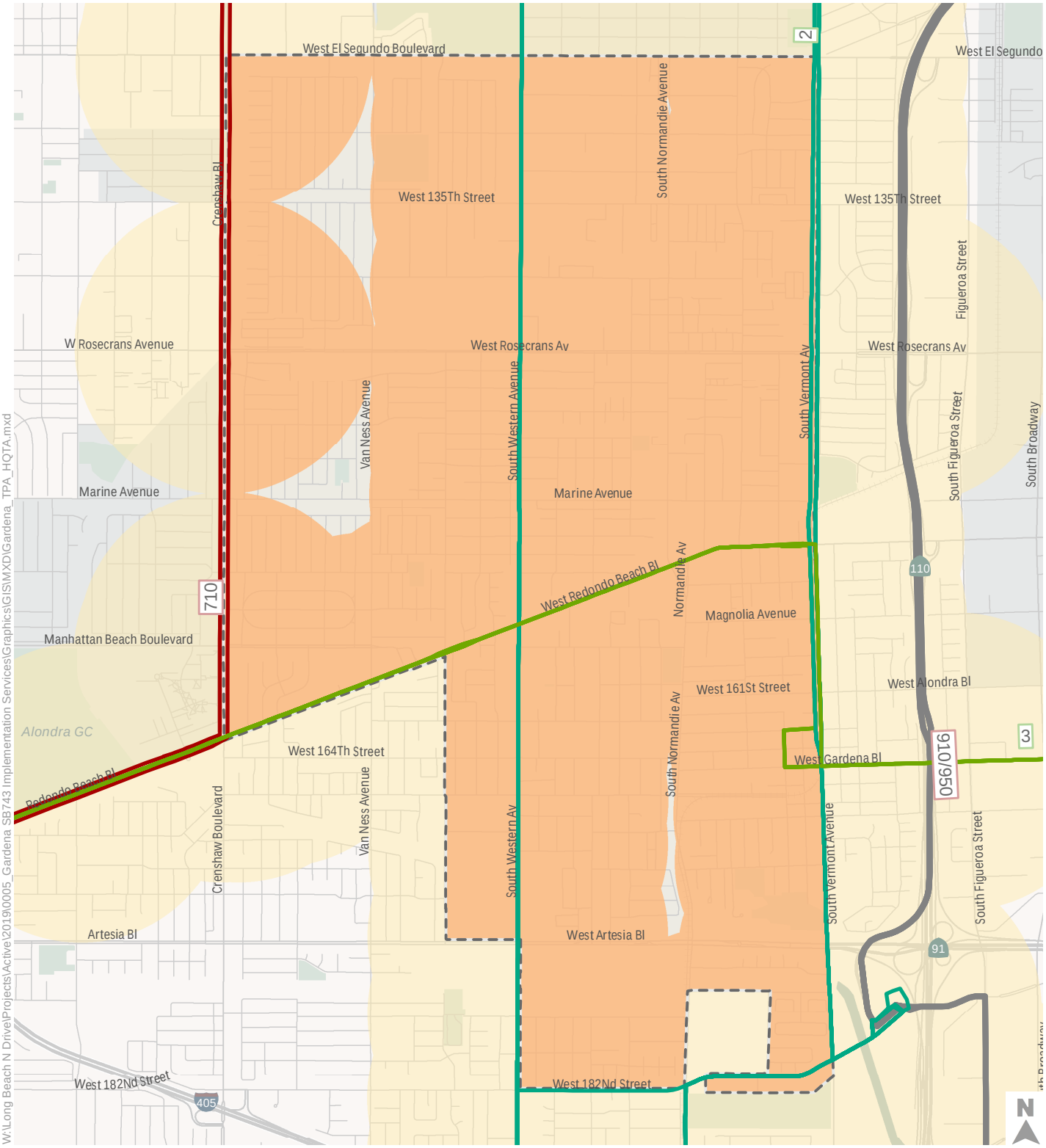
Projects located in proximity to high quality transit may also be exempt from VMT analysis. High-quality transit areas are defined as a ½ mile radius around an existing or planned major transit stop or station, or an existing stop along a high-quality transit corridor, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. High-quality transit areas are subject to change, such as schedule or route adjustments, and screening should be based on actual service. These areas should be reviewed and confirmed during each screening process. Additional detail on high-quality transit is included in Appendix C.

Figure 3 shows areas that qualify as high-quality transit within the City of Gardena. Due to the many bus routes with 15-minute peak frequency, much of the City is located in proximity to high-quality transit. Based on OPR guidance, projects located in a high-quality transit area may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, this presumption may not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75 (for office, retail, hotel and industrial projects) or less than 20 units per acre (for residential projects)
- Includes more parking for use by residents, customers, or employees than required by the City (unless additional parking is being provided for design feasibility, such as completing the floor of a subterranean or structured parking facility, or if additional parking is located within the project site to serve adjacent uses)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City)
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units

The staff recommendation is summarized below.

OPR Recommendation	Staff Recommendation	What this means for Gardena
Screen the following project types from VMT analysis: - Project is located in high-quality transit area and does NOT have the following characteristics: o Floor Area Ratio (FAR) < 0.75 o More parking than required by City o Inconsistent with the applicable RTP/SCS (as determined by the City) o Replaces affordable residential units with a smaller number of moderate- or high-income residential units	Screen the following project types from VMT analysis: - Project is located in high-quality transit area and does NOT have the following characteristics: o Floor Area Ratio (FAR) < 0.75 (for office, retail, hotel and industrial projects) or less than 20 units per acre (for residential projects) o More parking than required by City o Inconsistent with the applicable RTP/SCS (as determined by the City) o Replaces affordable residential units with a smaller number of moderate- or high-income residential units	The City's recommendation means that the majority of projects would not need to complete a VMT analysis. The City's Local Transportation Assessment Procedures would still be applied to residential projects.



Gardena

Frequent Transit Area in Gardena

Frequent Transit Area Near Gardena

Frequent Bus Routes

GTrans 2

GTrans 3

Metro Bus 710

Metro Silver Line 910/950

Figure 3

High-Quality Transit Areas

The full set of screening criteria are summarized in the following table. If a project meets the screening criteria, then no further VMT analysis is required.

Table 5: VMT Screening Options for Land Use Projects

Screening Category	Screening Criteria
Project type screening	Presumed less than significant impact for 100 percent affordable projects, local serving retail projects (defined as less than 50 ksf per OPR's Technical Advisory) and projects that generate less than 110 daily trips.
Low VMT area screening	Presumed less than significant VMT impact for projects located in low VMT generating traffic analysis zones (TAZs). These TAZs generate total daily VMT per capita or per employee that is 15% less than the baseline level for the region.
Transit proximity screening	Presumed less than significant VMT impact for projects located in high-quality transit areas and does not have the following characteristics: • Floor Area Ratio (FAR) < 0.75 (for office, retail, hotel and industrial projects) or less than 20 units per acre (for residential projects) • More parking than required by City • Inconsistent with the applicable RTP/SCS (as determined by the City) • Replaces affordable residential units with a smaller number of moderate- or high-income residential units

VMT Analysis Methodology

For projects that do not meet any of the screening criteria above, a VMT analysis would be required. The VMT analysis would rely on the best available data to inform trip generation and trip length estimates for the project uses. For land use plans (e.g., Specific Plan or General Plan) and projects consisting of typical residential, office, retail, hotel, or industrial land uses, the VMT analysis can be conducted using the SCAG model. For other project types, such as a conference center, or performing arts center, the VMT analysis should be customized to determine the unique trip generation and trip length characteristics of the proposed uses.

As required under current practice, the VMT analysis should consider the potential impacts of the project under both existing and future/cumulative conditions as follows:

- **Existing/Baseline Conditions**: Project-generated VMT should be estimated for the proposed land uses under existing/baseline conditions. VMT can be estimated using the SCAG regional travel demand model and should be reported as VMT per capita (residential projects), VMT per employee (office or employment-generating projects), or VMT per service population (all other land uses). For land use plans, VMT per service population or Total VMT can be used to determine potential impacts. For projects located on a street that forms the boundary of a TAZ, analysis may include a methodology to consider the average VMT for two adjacent TAZs, in accordance with City review and approval.

- **Cumulative Conditions**: A less than significant impact under Existing/Baseline conditions would also result in a less than significant cumulative impact as long as the project is also consistent with the SCAG RTP/SCS.

In some cases, the Project-effect on VMT should be estimated under cumulative conditions to determine if Citywide VMT would be higher/lower in the future with the project in place. This analysis would be applicable to large planning efforts that may result in changes to regional travel patterns. To evaluate the project's effect on VMT, the future year travel demand model should be updated to reflect the project and determine if the Citywide VMT increases or not with the project. The user may need to complete a redistribution of land use to ensure that the "no project" assessment and the "with project" assessment contain the same land use control totals for the City, especially if the project is large enough that it would affect land use absorption elsewhere.

Implementation Decision 4: VMT Impact Thresholds

CEQA Guidelines Section 15064.7, *Thresholds of Significance*, encourages lead agencies to develop and publish thresholds of significance. Pursuant to Section State CEQA Guidelines 15064.7(b), the City would be required to adopt threshold of significance for VMT by ordinance, resolution, rule or regulation through a public review process supported by substantial evidence. Table 6 presents the recommended

significance thresholds based on OPR guidance for land use plans and projects along with the recommended VMT analysis methodology discussed in detail above.

Gardena staff agreed to establish VMT impact thresholds based on OPR guidance as summarized in Table 6.

Table 6: VMT Analysis Methodology & Impact Thresholds Summary

Methods	Project Threshold	Cumulative Threshold
Land Use Plans (such as Specific Plans or the City's General Plan)		
Land use plans analyze impacts using SCAG model forecasts of VMT. For plans that propose a variety of land uses, estimate VMT/service population using the SCAG model. For plans focused on a singular land use, such as housing or commercial/office, report VMT/capita or VMT/employee.	A significant impact would occur if the VMT per service population for the land use plan (or per capita or per employee) exceeds 15% below the regional average (i.e. higher than regional VMT or 0-14% below regional VMT).	A significant impact would occur if the project threshold was exceeded or if the project is determined to be inconsistent with the RTP/SCS.
Land Use Projects		
VMT Analysis Required. Projects that do not meet screening criteria require a VMT[1] analysis using SCAG model for residential, office, retail, hotel, and industrial projects, and customized data to capture trip generation and trip length characteristics for unique projects, such as a conference center, or performing arts center.	A significant impact would occur if the project generates VMT[1] (per capita, per employee, or per service population) exceeds 15% below the regional average (i.e. higher than regional VMT or 0-14% below regional VMT). For regional retail projects, a significant impact would occur if the project results in a net increase in total VMT.	A significant impact would occur if the project threshold was exceeded or if the project is determined to be inconsistent with the RTP/SCS.
Transportation Projects		
Roadway Widening Projects. VMT analysis using SCAG model to estimate total VMT in City with project constructed, or calculate induced VMT based on lane mile elasticities. VMT analysis not required for intersection improvements, such as adding turn-lane.	A significant impact would occur if the project increased the baseline VMT in the City.	A significant impact would occur if the project caused total VMT in the City to be higher than the no build alternative under cumulative conditions, and if the project is determined to be inconsistent with the SCAG RTP/SCS.
Transportation projects with potential to decrease VMT. Examples include: pedestrian crossings, bicycle facilities, transit service and stops. A full list is included in Appendix B.	Presumed less than significant VMT impact for projects that encourage travel by modes other than driving.	Less than significant presumption applies under cumulative conditions as long as the project is consistent with the SCAG RTP/SCS.
Notes: 1. VMT refers to daily Home-Based VMT per capita for residential projects, Home-Based Work VMT per employee for office, industrial, and hotel projects, and Total VMT per service population for all other project types.		

OPR's Technical Advisory has identified the fifteen percent below regional average threshold based on research determining the VMT reduction needed in order to help the State achieve its climate goals. The California Air Resources Board has quantified the need for VMT reduction in order to meet the State's long-term climate goals and OPR sees reducing VMT to 15% below existing conditions as a reasonable threshold.

OPR guidance is also applicable for transportation projects. For roadway widening projects, a VMT analysis can be completed using the SCAG model to estimate total VMT in the City with the project constructed and induced VMT can be calculated based on lane mile elasticities. A significant impact would occur if the project increased the baseline VMT in the City. A VMT analysis is not required for intersection improvements, such as adding turn-lanes, or for transportation projects that have the potential to decrease VMT, such as pedestrian crossings, bicycle facilities, or transit service and stops. A full list of transportation projects for which VMT is not required is included in Appendix B.

Transportation Demand Management (TDM) Strategies

For projects with VMT impacts, it is important to have mitigation options available for implementation to remove or lower the impact. The types of mitigation that affect VMT are those that reduce the number of single-occupant vehicles generated by the site. This can be accomplished by changing the proposed land use or by implementing Transportation Demand Management (TDM) strategies. TDM strategies have been determined to be among the most effective VMT impact mitigators. TDM strategies are reductions available from certain types of project site modifications, programming, and operational changes.

The effectiveness of identified TDM strategies is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, 2010). CAPCOA offers methodology based on preferred literature, along with methodology based on alternative literature, for each strategy. The strategies listed below are a sample of the options most effective in urban areas like Gardena.

As recent new development in Gardena has primarily been for-sale residential development, TDM measures that are best suited for a residential setting, and which could more easily be implemented by the developer at the time of construction and/or managed or initiated by a Homeowners Association (HOA) are noted in bold in Table 7.

Table 7: Sample Menu of Transportation Demand Management Mitigations

Active Transportation Strategies
1. Pedestrian Network Improvements
2. Bicycle Network Improvements
3. **Dedicate Land for Bike Trails**
4. Provide End of Trip Facilities
5. Bike Parking
6. Bikeshare Program
Parking Strategies
1. Reduce Parking Supply
2. Unbundle Parking
3. Market Price Public Parking
4. Residential Area Parking Permits
5. Price Workplace Parking
6. Employee Parking Cash-Out
Transit & Shared Ride Strategies
1. Rideshare Program
2. Transit Subsidies
3. School Carpool Program
4. Neighborhood or Private Shuttles
5. Implement School Bus Program
6. Park-and-Ride Lots
Other Commute Trip Reduction Strategies
1. Encourage Telecommuting and Alternative Work Schedules
2. Promotions and Marketing
3. Carshare Program
Development Strategies
1. Increase Density
2. Increase Diversity of Urban/Suburban Developments
3. Increase Transit Accessibility
4. Improve Design of Development
5. Required Contributions of Transportation Infrastructure Improvement Projects

Specific mitigation strategies need to be tailored to the project characteristics and their effectiveness needs to be analyzed and documented as part of the environmental review process to determine if impacts could be mitigated or if they would remain significant and unavoidable. Given that research on the effectiveness of TDM strategies is continuing to evolve, feasible mitigation measures should be considered based on the best data available at the time a project is being considered by the City. Additional detail on mitigation options is included in Appendix D. The City may also choose to reference TDM strategies compiled by SCAG as part of the Connect SoCal plan. SCAG's toolbox is available here: https://www.connectsocal.org/Documents/Proposed/pfConnectSoCal_Congestion-Management-Appendix.pdf

Pilot Project Testing

Seven projects in the City of Gardena were identified as "pilot projects" to outline the anticipated VMT analysis process. The following pilot projects were recently submitted to the City, and have been approved or are under review:

- 1515 West 178th Street – 114 Townhomes
- Normandie Courtyard, 1348 West 168th Street – 9 unit small lot subdivision
- KB Home Stonefield, 1017 West 141st Street and 14031 South Vermont Avenue – 63 townhomes
- Gardner Taxi Site, 2129 West Rosecrans Avenue – 105 townhomes and 5,000 square feet of commercial
- 3415 Marine Avenue – 54 townhomes and 10 live/work units
- Blackwood, 12850 Crenshaw Boulevard – 260 residential units
- Moneta Nursery, 13633 Vermont Avenue – 85 residential units

The following section provides a step-by-step guide of the analysis process.

Project Size Screening

The City recommendation screens projects from further VMT analysis if they generate fewer than 110 daily trips and have less than 50 ksf of retail uses. Of the pilot projects tested, only Normandie Courtyard (9 units) would generate fewer than 110 daily trips and be screened from VMT analysis based on size. For the project containing retail uses, the Gardner Taxi Site, the amount of retail is less than 50 ksf. Therefore, the retail component of the project would be screened from further VMT analysis; however, the remaining residential project uses (105 townhomes) would not be screened from further analysis based on size.

Low VMT Screening

The City recommendation screens residential projects from further VMT analysis if they are located in a low VMT generating TAZ, defined as VMT that is at least 15% lower than the 2020 baseline regional average. Five of the pilot projects are in low VMT areas of the City and would be screened from further VMT analysis. 1328 West 168th Street (this project has already been screened for project size) and 2415 Marine Avenue are not.

Transit Proximity Screening

The City recommendation screens projects from further VMT analysis if they are located in proximity to high-quality transit (with frequency of 15 minutes or better). All but one (2415 Marine Avenue) of the pilot projects fall within proximity to high-quality transit. Each of the projects that are near high-quality transit are also screened out due to project size or location within a low-VMT TAZ. In applying this screening

threshold, project density, parking, and consistency with RTP/SCS should be considered. For the purposes of this report, screening was based only on project location. Going forward, projects should be screened based on all criteria considerations.

VMT Analysis

Based on the City recommended screening criteria, all pilot projects except 2415 Marine Avenue would be screened out of having to complete VMT analysis. However, for the purposes of showing the results of the VMT analysis (if required), all seven land use pilot projects were analyzed to determine if they had anticipated VMT impacts according to OPR guidance and the City's recommended significance thresholds.

For residential projects, VMT is defined as measurement of Home-Based trips per capita, which reflects all trips that begin or end at a residential unit. The pilot projects were analyzed for potential VMT impacts by comparing their Home-Based VMT per capita to the regional average. The VMT metrics for each project were estimated from the baseline VMT trends for the project TAZ from the SCAG model. When comparing the Home-Based VMT per capita to the 2020 regional average, all but two projects (Normandie Courtyard and 2415 Marine Avenue) are below the 15% threshold and would not be considered to have VMT impacts (specific VMT metrics are provided in the pilot project summary below).

Cumulative Impacts

Lastly, the pilot projects were evaluated for potential cumulative impacts. This was done by looking at average project-level TAZ VMT (per capita or per employee) and determining whether VMT is anticipated to grow in the future. All of the pilot projects were tested for cumulative impacts and none were expected to grow in VMT at the project-level TAZ. In addition, the types of developed proposed are consistent with the SCAG RTP/SCS.

Transportation Projects

Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact. Project types that would likely lead to a measurable increase in vehicle travel generally include the addition of through lanes on existing or new roadways. All other projects are not likely to lead to a substantial or measurable increase in vehicle travel and should not require an induced travel analysis.

Pilot Project Summary

Each pilot projects' VMT analysis process is described below assuming that the recommended City screening criteria and impact thresholds are applied.

- 1515 West 178th Street – 114 Townhomes
    - Not screened from VMT analysis due to project size
    - Screened from further VMT analysis based on low VMT area for residential projects

  - Screened from VMT analysis due to project location near high-quality transit
  - Project residential VMT per capita estimate is 11.93 and 17% lower than regional residential VMT per capita (14.35)
    - No residential VMT impact (15% below regional average is threshold)
  - No cumulative impact; project does not exceed VMT threshold, future VMT is lower than baseline, and consistent with SCAG RTP/SCS
  - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

- Normandie Courtyard, 1348 West 168th Street – 9 unit small lot subdivision

  - Screened from further VMT analysis due to project size
  - Not screened from further VMT analysis based on low VMT area
  - Screened from VMT analysis due to project location near high-quality transit
  - Project residential VMT per capita estimate is 12.83 and 11% lower than regional residential VMT per capita (14.35)
    - Yes, residential VMT impact (if City did not follow OPR recommended screening; VMT is not 15% below regional average threshold)
  - No cumulative impact; project does not exceed VMT threshold, future VMT is lower than baseline, and consistent with SCAG RTP/SCS
  - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

- KB Home Stonefield, 1017 West 141st Street and 14031 South Vermont Avenue – 63 townhomes

  - Not screened from VMT analysis due to project size
  - Screened from further VMT analysis based on low VMT area for residential projects
  - Screened from VMT analysis due to project location near high-quality transit
  - Project residential VMT per capita estimate is 11.31 and 21% lower than regional residential VMT per capita (14.35)
    - No residential VMT impact (15% below regional average is threshold)
  - No cumulative impact; project does not exceed VMT threshold, future VMT is lower than baseline, and consistent with SCAG RTP/SCS
  - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

- Gardner Taxi Site, 2129 West Rosecrans Avenue – 105 townhomes and 5,000 square feet of commercial

  - Not screened from residential VMT analysis due to project size (retail portion is screened out)
  - Screened from further VMT analysis based on low VMT area for residential projects
  - Screened from VMT analysis due to project location near high-quality transit
  - Project residential VMT per capita is 9.97 and 31% lower than regional residential VMT per capita (14.35)
    - No residential VMT impact (15% below regional average is threshold)
  - No cumulative impact; project does not exceed VMT threshold, future VMT is lower than baseline, and consistent with SCAG RTP/SCS
  - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

- 3415 Marine Avenue – 54 townhomes and 10 live/work units

  - Not screened from VMT analysis due to project size
  - Not screened from further VMT analysis based on low VMT area
  - Not screened from VMT analysis due to location near high-quality transit
  - Project residential VMT per capita is 12.37 and 14% lower than regional residential VMT per capita (14.35)
    - Yes, potential residential VMT impact (15% below regional average is threshold)
  - Potential cumulative impact since project exceeds VMT threshold
  - **Findings:** Potential VMT impact. This project does not meet screening criteria and would require detailed VMT analysis.

- Blackwood, 12850 Crenshaw Boulevard – 260 residential units

  - Not screened from VMT analysis due to project size
  - Screened from further VMT analysis based on low VMT area for residential projects
  - Screened from VMT analysis due to project location near high-quality transit
  - Project residential VMT per capita is 11.56 and 19% lower than regional residential VMT per capita (14.35)
    - No residential VMT impact (15% below regional average is threshold)
  - No cumulative impact; project does not exceed VMT threshold and consistent with SCAG RTP/SCS
  - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

- Moneta Nursery, 13633 Vermont Avenue – 85 residential units
    - Not screened from VMT analysis due to project size
    - Screened from further VMT analysis based on low VMT area for residential projects
    - Screened from VMT analysis due to project location near high-quality transit
    - Project residential VMT per capita is 11.31 and 21% lower than regional residential VMT per capita (14.35)
        - No residential VMT impact (15% below regional average is threshold)
    - No cumulative impact; project does not exceed VMT threshold and consistent with SCAG RTP/SCS
    - **Findings:** No VMT impact. This project meets two screening criteria and would not require a detailed VMT analysis.

Chapter 5 – Local Transportation Assessment Procedures

This section outlines the City's procedures for studying a project's effects on the transportation system. While CEQA requirements have changed, the City can continue to dictate the types of analysis to be conducted for land use and transportation projects, such as continuing to include LOS. While LOS would no longer constitute a CEQA impact, it can still be used to inform decision makers on the overall effects of a project, such as the need for intersection control or capacity changes.

Upon adoption of the new transportation impact thresholds to comply with CEQA under SB 743, the City would implement the following process for conducting transportation studies.

1. **Transportation Impact Analysis for CEQA**: Projects would first be reviewed to determine if there is a potential for significant transportation impacts. If the project does not meet the VMT screening criteria, a VMT analysis would be required to determine if the project exceeds the thresholds adopted by the City of Gardena. Following the VMT screening process and/or analysis, the City would make the determination on the appropriate environmental documentation needed based on all potential environmental impacts. If an EIR is required for transportation or excluded through the Initial Study, the VMT impact analysis, findings of significance and mitigation measures would be included in the Transportation section.

2. **Local Transportation Assessment**: The purpose of the Local Transportation Assessment is to provide an additional transportation-focused project review for the City of Gardena. However, this report would be prepared separately from the documentation required under CEQA. Similar to current practice, the City staff define the requirements for the Local Transportation Assessment. Local Transportation Assessments will be conducted in most cases, based on City staff recommendation.

Overview of Local Procedures

The City of Gardena has previously required transportation assessments for local development projects, with the level of analysis and methodology required dependent upon project size and scope. The City has previously requested trip generation and adjacent intersection volumes assessment, intersection LOS analysis, and in some cases, roadway segment LOS analysis. Gardena staff decided, for projects that meet certain criteria, to continue to analyze the local transportation effects of projects by studying a project's effect on LOS in the immediate vicinity of the project site. The procedures below generally maintain the

current process, with minor changes recommended to the study area and analysis methodology for signalized intersections.

The Project Trip Generation and Assignment methodology and, in some cases, the Cumulative Projects Review described below apply to projects of any size. All other sections apply only to projects expected to generate 50 peak-hour trips or more. Projects generating less than 50 peak hour trips will be required only to provide a memorandum summarizing trip generation and assignment, and cumulative project review.

Projects Generating Less Than 20 Peak Hour Trips

Project Trip Generation and Assignment (All Projects)

All projects requiring discretionary review/approval by the City require a memorandum summarizing project trip generation and assignment. Trip generation estimates should be based on the best available data. In some cases, data published by the Institute of Transportation Engineers provides reasonable trip generation estimates for land uses in the City. However, to the extent possible, trip generation should be based on local data. As part of this analysis, trips should be assigned to the local roadway network based on project location and local traffic patterns. Trip assignment figures are to be provided as part of the trip generation and assignment summary memorandum.

Projects Generating 20 – 49 Peak Hour Trips

Cumulative Projects Review

Projects generating between 20 and 49 peak hour trips should complete the project trip generation and assignment study described above. For projects with trip generation and assignment that results in 20 or more peak hour trips expected at any signalized intersection within the City of Gardena, a cumulative project review will also be required. The City will provide a list of related projects for this analysis. Cumulative project trip generation and assignment summaries should include cumulative vehicle volumes for all relevant projects.

Projects Generating 50+ Peak Hour Trips

Study Area

The study area shall be determined by the City based on the project's vehicle-trip generation. For projects that generate 50 or more peak hour vehicle-trips, a Local Transportation Assessment will be required. The study area should focus on roadways providing immediate access to the project site, such as the roadway(s) containing the project's primary driveway or secondary access point, or the intersection(s) immediately adjacent to the project site. Analyzed locations should primarily consist of major signalized intersections that are likely to be affected by the project. Unsignalized intersections should only be

studied if future signalization may be desirable by the City. Any intersection to which the proposed project is expected to add 50 peak hour trips (AM or PM) should be considered a study intersection.

Study Scenarios

Project's should continue to consider traffic operational effects under both existing and future (project opening year) conditions. The following scenarios should be included:

- Existing Conditions
- Opening Year Conditions
- Opening Year Plus Project Conditions

Additional cumulative analysis may be needed for larger Specific Plans or other similar projects.

Project Trip Generation

Trip generation estimates should be based on the best available data. In some cases, data published by the Institute of Transportation Engineers provides reasonable trip generation estimates for land uses in the City. However, to the extent possible, trip generation should be based on local data.

Signalized Intersection Operations

The Intersection Capacity Utilization (ICU) method of intersection capacity calculation has been the preferred methodology to analyze signalized intersections within the City of Gardena.

The City has decided to update its methodology for signalized intersections to reflect Highway Capacity Manual (HCM). The primary difference between the ICU and HCM methodologies is that ICU produces a volume to capacity (V/C) performance metric that corresponds to a LOS grade and the HCM produces a vehicle delay metric for LOS. The advantage to switching to the HCM for all intersections is that the methodology used to calculate vehicle delay and LOS is much more robust than the ICU. While the ICU method only considers the peak hour turning movement volumes and lane geometries in the V/C calculation, the HCM accounts for vehicular volumes, lane geometries, signal phasing, signal timings, bicycle and pedestrian volumes, upstream bottlenecks impacting travel flows, the likelihood that vehicles are able to make a right-turn on red, and the distribution of travel flows throughout the peak hour. In addition, the HCM is updated every few years by the Transportation Research Board whereas the ICU has not changed since 1980.

The following table documents the relationship between the vehicle delay and the LOS for signalized intersections.

Table 8: LOS Definitions for Signalized Intersections

LOS	Description	Average Control Delay Per Vehicle (Seconds)
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤10.0
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	>10.0 – 20.0
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	>20.0 – 35.0
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	>35.0 – 55.0
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	>55.0 – 80.0
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	>80.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

The City's analysis criteria for signalized intersection are as follows:

> *To the extent feasible, maintain traffic flows at nonresidential, signalized intersections at LOS E during peak rush hours.*
>
> *To the extent feasible, maintain traffic flows at residential signalized intersections at LOS D during peak rush hours.*

The City also has a goal of maintaining LOS D at nonresidential signalized intersection and LOS C at residential signalized intersections during off-peak hours, and off-peak analysis could still be required for unique projects. With a change to HCM, the performance criteria presented below has been modified to reflect delay instead of V/C.

Unsignalized Intersection Operations

The *Highway Capacity Manual (HCM)* is the preferred methodology to analyze unsignalized intersections. LOS ratings for all-way stop-controlled (AWSC) intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street-controlled intersections, the average control delay is calculated for each minor-street stopped movement and the major-street left turns, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the

average of all movements in that lane. The average control delay for unsignalized intersections is correlated to a LOS designation as shown below.

Table 9: LOS Definitions for Unsignalized Intersections

LOS	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delay.	> 10.0 to 15.0
C	Average traffic delays.	> 15.0 to 25.0
D	Long traffic delays.	> 25.0 to 35.0
E	Very long traffic delays.	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010.

The peak hour traffic signal warrant is defined in the California Manual on Uniform Traffic Control Devices (CA MUTCD). The MUTCD is published by the Federal Highway Administration and then adapted by Caltrans to provide uniform standards and specifications for all official traffic control devices in California. The peak hour traffic signal warrant is based on the traffic levels at each approach to an intersection to determine if the traffic volumes are high enough to warrant the installation of a traffic signal. The analysis is intended to examine the general correlation between the planned level of future development and the need to install new traffic signals and should not serve as the only basis for deciding whether and when to install a signal. City staff should make the ultimate determination on the appropriate types of improvements to implement (if any) for unsignalized intersections.

Neighborhood Streets

The City's policy for neighborhood traffic control is as follows:

> *Apply creative traffic management approaches to address congestion in areas with unique problems, particularly in the vicinity of schools, businesses with drive-through access and locations where business interface with residential areas.*

If a project has direct access, or is located adjacent to a neighborhood street, a residential assessment should be conducted. This assessment is conducted by estimating the number of project trips expected to travel on the neighborhood street segment on a daily basis and during the peak hour. Comparing traffic volumes under opening year baseline conditions to "plus project" conditions will allow the City to consider the need (if any) for relevant traffic calming solutions.

Active Transportation

Projects should also be reviewed for potential conflicts with adopted plans and policies related to active transportation, such as the South Bay Bicycle Master Plan. Any planned improvements in the immediate vicinity of the project site should be noted and incorporated into the project site plan as necessary.

Documentation

The methodology and analysis results based on the requirements above should be documented in a Local Transportation Assessment Report. This report will be reviewed by City staff and submitted to the decision-makers as part of the process.

Appendix A: CEQA Threshold Summary

City of Gardena California Environmental Quality Act (CEQA) Transportation Thresholds of Significance

Certain projects may qualify for VMT screening based on the criteria presented in Table A-1. Projects screened from requiring a VMT analysis would not have an impact under State CEQA Guidelines section 15064.3.

Table A-1: VMT Screening Options for Land Use Projects

Screening Category	Screening Criteria
Project type screening	Presumed less than significant impact for 100 percent affordable projects, local serving retail projects (defined as less than 50 ksf per OPR's Technical Advisory) and projects that generate less than 110 daily trips.
Low VMT area screening	Presumed less than significant VMT impact for projects located in low VMT generating traffic analysis zones (TAZs). These TAZs generate total daily VMT per capita or per employee that is 15% less than the baseline level for the region.
Transit proximity screening	Presumed less than significant VMT impact for projects located in high-quality transit areas and does not have the following characteristics: • Floor Area Ratio (FAR) < 0.75 (for office, retail, hotel and industrial projects) or less than 20 units per acre (for residential projects) • More parking than required by City • Inconsistent with the applicable RTP/SCS (as determined by the City) • Replaces affordable residential units with a smaller number of moderate- or high-income residential units

Consistent with State CEQA Guidelines section 15064.3, the City of Gardena has adopted the thresholds of significance set forth in Table A-2 to guide in determining when a project will have a significant transportation impact.

Table A-2: VMT Analysis Methodology & Impact Thresholds Summary

Methods	Project Threshold	Cumulative Threshold
Land Use Plans (such as Specific Plans or the City's General Plan)		
Land use plans analyze impacts using SCAG model forecasts of VMT. For plans that propose a variety of land uses, estimate VMT/service population using the SCAG model. For plans focused on a singular land use, such as housing or commercial/office, report VMT/capita or VMT/employee.	A significant impact would occur if the VMT per service population for the land use plan (or per capita or per employee) exceeds 15% below the regional average (i.e. higher than regional VMT or 0-14% below regional VMT).	A significant impact would occur if the project threshold was exceeded or if the project is determined to be inconsistent with the RTP/SCS.
Land Use Projects		
VMT Analysis Required. Projects that do not meet screening criteria require a VMT[1] analysis using SCAG model for residential, office, retail, hotel, and industrial projects, and customized data to capture trip generation and trip length characteristics for unique projects, such as a conference center, or performing arts center.	A significant impact would occur if the project generates VMT[1] (per capita, per employee, or per service population) exceeds 15% below the regional average (i.e. higher than regional VMT or 0-14% below regional VMT). For regional retail projects, a significant impact would occur if the project results in a net increase in total VMT.	A significant impact would occur if the project threshold was exceeded or if the project is determined to be inconsistent with the RTP/SCS.
Transportation Projects		
Roadway Widening Projects. VMT analysis using SCAG model to estimate total VMT in City with project constructed, or calculate induced VMT based on lane mile elasticities. VMT analysis not required for intersection improvements, such as adding turn-lane.	A significant impact would occur if the project increased the baseline VMT in the City.	A significant impact would occur if the project caused total VMT in the City to be higher than the no build alternative under cumulative conditions, and if the project is determined to be inconsistent with the SCAG RTP/SCS.
Transportation projects with potential to decrease VMT. Examples include: pedestrian crossings, bicycle facilities, transit service and stops. A full list is included in Appendix B.	Presumed less than significant VMT impact for projects that encourage travel by modes other than driving.	Less than significant presumption applies under cumulative conditions as long as the project is consistent with the SCAG RTP/SCS.
Notes: 1. VMT refers to daily Home-Based VMT per capita for residential projects, Home-Based Work VMT per employee for office, industrial, and hotel projects, and Total VMT per service population for all other project types.		

Appendix B: Transportation Projects Not Requiring VMT Analysis

According to OPR guidance (April 2018 Technical Advisory), projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space" - dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., high-occupancy vehicles [HOV], high-occupancy toll [HOT], or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow

- Timing of signals to optimize vehicle, bicycle or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Adding of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Appendix C: High-Quality Transit Areas

CEQA Section 15064.3 (b)(1) states that "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact." In December 2019, transit service in Gardena was assessed for the purposes of identifying high-quality transit areas – that is, stops and stations served by transit that ran at 15-minute headways or better during peak morning and afternoon commute periods. Due to variability in transit service and the possibility of future route or schedule change, high-quality transit areas should be reassessed in the screening of each proposed project.

Gardena Transit Screening Areas Methodology

The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA recommends screening thresholds to quickly identify projects that are expected to have a less-than-significant impact on VMT, without full VMT analysis. One category of screening is the Presumption of Less Than Significant Impact Near Transit Stations.

OPR defines "near transit stations" as with in a half mile of (1) a major transit stop or (2) an existing stop along a high quality transit corridor. A major transit stop, as defined in by Resources Code, § 21064.3 includes multiple criteria, but the element relevant to generating this transit screening area is, "a site containing an existing rail transit station…" A high-quality transit corridor, as defined by Pub. Resources Code, § 21155, is "a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

Three transit agencies serve Gardena (1) GTrans, (2) LA Metro, and (3) Torrance Transit. While the Metro Green Line is close to Gardena, both stations closest to Gardena, Crenshaw/I-105 and Vermont/Athens, are more than a half mile outside the City boundary.

To select the high-quality transit corridors bus service for the routes in Gardena and within a half mile of Gardena was summarized for the peak periods. For this analysis, the AM Peak was defined as 6:00 to 9:00 AM and the PM Peak was defined as 3:00 to 6:00 PM. Bus stops with four or more stops per hour during both AM and PM Peak were selected. Based on the identified bus stops, a list of frequent transit routes was compiled, including the following:

- GTrans 2

- GTrans 3
- Metro 710
- Metro 910 – Silver Line
- Metro 206
- Metro 204
- Metro 754

Finally, a half mile area was selected around all the stops on the routes listed above to produce the transit screening areas.

Appendix D: VMT Mitigation Options Detail

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
Active Transportation Strategies												
3.2.1	Pedestrian Network Improvements	Pedestrian network improvements around and within the project site encourage people to walk to and within the project site. VMT reductions are due to the provision of complete pedestrian networks and only apply if located in an area that has a less robust sidewalk network. Generally, the developer can make the project site more accessible, connected, and welcoming with pedestrian network improvements, such as removing physical barriers, adding pedestrian crossing infrastructure, creating network links, and widening sidewalks.	Neighborhood/ Site Enhancement	0% - 2%	✓	✓	✓	✓			✓	✓
3.2.2	Bicycle Network Improvements	This strategy only applies to bicycle facilities that provide a dedicated lane for bicyclists or a completely separated right-of-way for bicycles and pedestrians. VMT reductions are primarily due to expansion of bike networks in urban areas. For individual projects, the citywide (or similar scale) bicycle network is enhanced such that a building entrance or bicycle parking is within 200 yards walking or bicycling distance from a bicycle network that connects to at least one of the following: - at least 10 diverse uses; - a school or employment center, if the project total floor area is 50% or more residential; - or a bus rapid transit stop, light or heavy rail station, commuter rail station, or ferry terminal. All destinations must be 3-mile bicycling distance from project site. Include educational campaigns to encourage bicycling.	Neighborhood/ Site Enhancement	0.25% - 1%	✓	✓	✓	✓			✓	✓
3.2.9	Dedicate Land for Bike Trails	Larger projects may be required to provide for, contribute to, or dedicate land for off-site bicycle trails linking the project to designated bicycle commuting routes. This measure should be grouped with improving the connectivity of a development to the surrounding street network.	Neighborhood/ Site Enhancement	Grouped strategy with Improve Design of Development (3.1.9)	✓	✓	✓	✓			✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.4.5	Provide End of Trip Facilities	Non-residential projects can provide commuters facilities to support bicycling, such as showers, secure bicycle lockers, and changing spaces. These facilities can provide the amenities needed to transition to/from the work day and to securely store bikes.	Commute Trip Reduction	Grouped Strategy with Implement Commute Trip Reduction Program (3.4.1 & 3.4.2) and Provide Ride-Sharing Program (3.4.3)	✓	✓		✓	✓	✓	✓	
3.2.6 3.2.7	Bike Parking	Secure short-term and long-term bicycle parking can be provided for residents, employees, and visitors. Secure bicycle parking consists of the developer providing lockers, a secure bicycle room, or a bicycle station on-site. Secure bicycle parking should have coverage from the elements and should restrict access to only those parking in the facility.	Neighborhood/ Site Enhancement	Grouped strategy with Improve Design of Development (3.1.9)	✓	✓	✓	✓	✓		✓	
3.4.12	Bikeshare Program	A bikeshare system consists of bicycles available to individuals for short, one-way trips. Bikeshare can be implemented on a small scale, consisting of just a few bikes paid for and managed by property management or an HOA, or can be part of a citywide or regional program. A bikeshare program alone provides negligible reductions in VMT rates and is normally implemented in a bundle with other bicycle infrastructure strategies, such as the buildout of a bikeway network.	Commute Trip Reduction	Grouped strategy with Bike Lane Street Design (3.2.5) and Improve Design of Development (3.1.9)	✓	✓	✓	✓	✓	✓	✓	✓
Parking Strategies												
3.3.1	Reduce Parking Supply	Parking supply refers to the total number of parking spaces provided at a residential site. The baseline parking level should reflect typical conditions at the project site rather than code requirements. The City can also reduce on-site parking supply in conjunction with an on-street residential parking permit program; this approach would require on-street parking management and monitoring. Parking supply reductions work best in the urban context, but the degree of effectiveness varies depending on the levels of alternative transit modes and the density of the project and surrounding areas.	Parking Policy/ Pricing	5% - 12.5%		✓	✓				✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.3.2	Unbundle Parking	Unbundling parking separates the price of parking from the price of the property so that buyers/renters must purchase/rent parking in addition to the property. Thus, the cost of parking is paid for by those who use it, rather than the community in general. This strategy applies to residential land uses. For employment uses, see Price Workplace Parking (3.4.14) and Employee Parking Cash-Out (3.4.15).	Parking Policy/ Pricing	2.6% - 13%		✓	✓		✓		✓	
3.3.3	Market Price Public Parking	Implementing market-price public parking is applicable for on-street parking near a central business district and employment or retail centers. This strategy is only effective if spillover parking (i.e. people parking in free/residential areas) is managed, such as through residential area permits. Market-price public parking can encourage people to park once and walk between destinations and may encourage enough mode-shift to justify increased transit service to the district. The VMT reduction applies to VMT from visitor/customer trips only.	Parking Policy/ Pricing	2.8% - 5.5%	✓	✓		✓				✓
3.3.4	Residential Area Parking Permits	Residential area parking permits require residents to purchase permits for long-term use of on-street parking in order to reduce spillover from surrounding sites, such as commercial areas or transit stations.	Parking Policy/ Pricing	Group strategy with Limit Parking Supply (3.3.1: 5%-12.5%), Unbundle Parking (3.3.2: 2.6%-13%), or Market Rate On-Street Parking Pricing (3.3.3: 2.8%-5.5%)	✓	✓	✓	✓				✓
3.4.14	Price Workplace Parking	Pricing workplace parking may include charging for parking, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives. Though similar to the Employee Parking "Cash-Out" strategy, this strategy focuses on implementing market rate and above market rate pricing to provide a price signal for employees to consider alternative modes for their work commute. The effectiveness of this strategy depends on the availability of alternative modes.	Commute Trip Reduction	0.1% - 19.7%	✓	✓		✓	✓	✓		✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.4.15	Employee Parking Cash-Out	Employee Parking Cash-Out programs require that employees who choose not to drive to work be paid the cash equivalent of a parking space that their employer would otherwise have to purchase. This incentivizes employees to take transit, bike, walk, or carpool to work, thereby reducing commute VMT. This strategy only applies at workplace locations where office tenants must rent parking spaces separately from their office space.	Commute Trip Reduction	0.6%-7.7%		✓		✓	✓	✓		
Transit & Shared Ride Strategies												
3.4.3	Rideshare Program	A rideshare program includes TDM strategies designed to increase average vehicle occupancy by encouraging carpooling and vanpooling. Carpooling and vanpooling can be encouraged through programmatic features, such as a platform or database that matches potential riders (e.g. Zimride), and through incentives, such as payments to individuals who participate in each mode.	Commute Trip Reduction	1% - 15%	✓	✓	✓	✓	✓	✓	✓	✓
3.4.4	Transit Subsidies	Transit subsidies are direct payments to individuals for use of public transit. Using this measure requires a rough estimate of how much transit would cost the typical individual at the location and what percentage of that cost would be covered through subsidies. This measure may be best suited for affordable housing projects where subsidies can be provided in combination with other benefits, such as those for low-income residents; these programs may be grant funded. The effect of transit subsidies depends on the dollar amount of the subsidy, the density of the community that the subsidy is implemented within, and the proportion of individuals that are eligible for the program. Three updated VMT reduction ranges are provided, based on the form that the subsidies take: 1) Reduction in vehicle trips in response to reduced cost of transit use, assuming that 10-50% of new bus trips replace vehicle trips; 2) Reduction in commute trip VMT due to employee benefits that include transit 3) Reduction in all vehicle trips due to reduced transit fares system-wide, assuming 25% of new transit trips would have been vehicle trips.	Commute Trip Reduction	0.3% - 20%	✓	✓	✓	✓	✓	✓	✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.4.10	School Carpool Program	School carpool programs function similarly to ridesharing programs. School carpool programs can fill in service gaps for public schools (e.g. students cannot walk or bike but do not meet requirements for the school bus) and provide options for students attending private schools. The VMT reduction applies to school dropoff/pickup VMT only, which is typically no more than 15% of average daily household VMT; the share of household VMT that is school trips can be found in a regional travel model or MPO report.	Commute Trip Reduction	7.2% - 15.8%		✓	✓		✓			✓
3.4.11	Neighborhood or Private Shuttles	Private neighborhood or project shuttle implementation consists of new service that is provided only for residents, employees, or visitors affiliated with the project. Shuttles alone provide negligible reductions in VMT rates, and shuttles are normally implemented in a bundle with other transit infrastructure improvements. Private shuttles can consist of either point-to-point shuttles or last-mile shuttles connecting with major transit hubs. VMT reductions vary depending on how strategy is implemented: 1) Reduction in commute vehicle trips due to implementing employer-sponsored vanpool and shuttle programs; 2) Reduction in commute vehicle trips due to vanpool incentive programs; 3) Reduction in commute vehicle trips due to employer shuttle programs	Commute Trip Reduction	0.3% - 13.4%	✓	✓	✓	✓	✓	✓	✓	✓
3.4.13	Implement School Bus Program	A project developer or manager would work with the school district to restore or expand school bus services in the project area and local community. As more families participate in the school bus program, more VMT would be reduced. VMT reduction applies to school trip VMT only.	Commute Trip Reduction	38% - 63%		✓	✓		✓		✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.6.4	Park-and-Ride Lots	Park-and-Ride lots are placed near transit stops/hubs and High Occupancy Vehicle lanes so that people can drive to the lot, park, and complete the remainder of their trip in a carpool/vanpool or on public transit.	Road Pricing Management	Grouped Strategy with Area/Cordon Pricing (3.6.1), Employer-Sponsored Vanpool (3.4.11), Ride-Sharing Programs (3.4.3), Transit System Improvements (3.5.1-3.5.6)	✓	✓	✓	✓				✓
Other Commute Trip Reduction Strategies												
3.4.6	Encourage Telecommuting and Alternative Work Schedules	Telecommuting and alternative work schedules reduce the time spent commuting and/or the number of commute trips per week. Telecommuting is when employees work remotely, typically at home. Alternative work schedules take the form of compressed work weeks (e.g. 9/80) that allow workers to reduce the number of commute trips they make.	Commute Trip Reduction	0.07% - 5.5%		✓	✓	✓	✓	✓		
3.4.7	Promotions & Marketing	Commute trip reduction marketing programs are part of a traditional TDM program and often focus on advertising non-driving options to individuals. This may include direct outreach, help with trip planning, and development of promotional materials. This strategy can include the deployment of products, such as TransitScreen, that provide real-time transit and other transportation information in common spaces of a development. This strategy's efficacy is affected by the level of investment in the program, the staff involved, and the other measures implemented. Updated VMT reductions from this strategy vary depending on how it is implemented: 1) Vehicle trips reduction due to CTR marketing; 2) Reduction in VMT from institutional trips (e.g. university or large employer) due to targeted behavioral intervention programs	Commute Trip Reduction	0.8% - 4%	✓	✓	✓	✓	✓	✓	✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.4.9	Carshare Program	A carshare program provides ad hoc short-term car rental services, such as services provided by ZipCar, Car2Go, and Gig. Vehicles are parked in parking spaces on or near the site and available for members to use on an hourly or per-mile basis. A carshare program should be paired with designated carshare parking spots for maximum effectiveness. A carshare program serves different purposes based on the land use. Transit station-based programs focus on providing the "last-mile" solution and link transit with commuters' final destinations. Residential-based programs work to substitute entire household based trips. Employer-based programs provide a means for business/ day trips for alternative mode commuters and provide a guaranteed ride home option. VMT reductions assume 1%-5% penetration rate of carsharing use among the target population.	Commute Trip Reduction	0.4% - 0.7%	✓	✓	✓	✓	✓	✓	✓	✓
Development Strategies												
3.1.1	Increase Density	Density is typically measured in terms of jobs, persons, or dwelling units per unit area. Increasing density can decrease the distance people travel and the transportation mode they use to get to a destination (e.g. people can replace a vehicle trip with a walking, biking, or transit trip). Increasing residential density is associated with lower VMT per capita. Increased residential density in areas with high jobs access may have a greater VMT change than increases in regions with lower jobs access. The range of VMT reductions assumes that residential density is increased between 10% and 50% over existing conditions.	Land Use/ Location	0.8% - 30%	✓	✓	✓	✓			✓	✓
3.1.3	Increase Diversity of Urban/ Suburban Developments	Increasing the diversity of urban and suburban developments includes placing different land uses near each other and in the same building (i.e. mixed-use). Increasing diversity of land use minimizes the number and length of vehicle trips as people can reach multiple destinations in one trip or walk/bike for shorter trips. In the urban context, a single building should combine multiple uses and should encourage non-auto modes of transport. Increased diversity of urban developments can lead to between a 0% to a 12% decrease in VMT. In the suburban context, a mix of different uses, like residential, retail, office, or open space, should exist on site or within ¼ of a mile of the site. Increased diversity of suburban developments can lead to between a 0.3% to a 4% decrease in VMT.	Land Use/ Location	9%-30%	✓	✓	✓	✓			✓	✓

CAPCOA Transportation Demand Management Strategy Source: Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010					Land Use Applicability				Implementation Body			
CAPCOA ID	Name	Description	Category (Applicable Trip Type)	VMT Reduction Estimate	Retail	Mixed-Use	Residential	Office	Property Manager/HOA	Commercial Tenant	Developer	City or Other Public Agency
3.1.5	Increase Transit Accessibility	Increasing transit accessibility encourages transit use to replace vehicle trips. This measure is primarily relevant for urban and suburban contexts but can be applicable for rural contexts if a development is adjacent to a commuter rail station with convenient rail service to a major employment center. Increasing transit accessibility can take two forms: 1) Locate near transit: Locate developments within a 5-10 minute walk (approximately 0.25 mile) from a high-frequency transit stop. 2) Create Transit-Oriented Development: Transit accessibility is enhanced by nearby mixed-use developments, streets with traffic-calming design, and parking management. To qualify for this reduction, the project must include a mix of land uses, manage access to parking, and be designed to encourage walking and cycling. Most of the development's residents and workers must be within a 5-10 minute walk (or roughly 0.25 mile from stop to edge of development) of fast, frequent, and reliable transit service connecting to a high percentage of regional destinations.	Land Use/ Location	0.5% - 24.6%	✓	✓	✓	✓			✓	✓
3.1.9	Improve Design of Development	Improving development design to improve walkability and connectivity will encourage people to walk to and within a development. Walkability and connectivity can be assessed by measuring average block size, number of intersections per square mile, sidewalk coverage, building setbacks, street widths, pedestrian crossings, and presence of street trees. This applies only to large developments with significant internal street structure.	Land Use/ Location	3% - 21.3%	✓	✓	✓	✓			✓	✓
3.6.3	Required Contributions to Transportation Infrastructure Improvement Projects	Requiring projects to contribute a proportionate amount (i.e. "fair share") to transportation infrastructure improvements projects would fund traffic-flow improvements or multi-modal improvement projects, such as improving walking and biking facilities. Contributions could be right-of-way dedications, capital improvements, and easements.	Road Pricing Management	Grouped Strategy with Improve Traffic Flow (3.6.2) and Transit System Improvements (3.5.1-3.5.6)	✓	✓	✓	✓				✓

CIRCULATION PLAN AMENDMENTS - EXCERPTS

Purpose

The purpose of the Circulation Plan is to design and improve the circulation system to meet the future needs of Gardena's residents and visitors. The proposed circulation system should promote the safe and efficient movement of both people and goods through the City. The implementation of the policies in this Plan will enhance the development and maintenance of a transportation system that will support the safe and convenient movement of people through the City, regardless of mode ~~maximize freedom of vehicles, transit, rail, bicycles and pedestrian movements maximize freedom of vehicles, transit, rail, bicycles and pedestrian movements~~. This Plan will guide the planning, development and enhancement of Gardena's circulation system based upon the lands patterns and intensities identified in the Land Use Plan.

In addition, pursuant to the Complete Streets Act (Assembly Bill1358) that was passed in 2008, the Circulation Element must also plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the local context of the community. "Users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors. "Complete Streets" is the term given to streets that accommodate all forms of travel, including automobiles, bicycles, pedestrians, personal mobility devices, transit and freight in a safe environment on designated City streets.

* * * *

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepared the Congestion Management Plan (CMP) mandated by State Law, which defines the countywide transportation network, establishes service level targets for network routes, and identifies strategies to reduce congestion. As of summer 2019 a majority of jurisdictions in Los Angeles County had opted out of the CMP which allowed all of Los Angeles County to opt out of the CMP program in accordance with law. The reasoning behind this was that the CMP policies were out of step with current policies which moved away from level of service (LOS) analysis.

~~The MTA is required by law to monitor local implementation of all elements of the state-mandated CMP. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, implement and adopt a trip reduction and travel demand ordinance, implement a land use analysis program, and prepare annual deficiency plans for portions of the CMP system failing to meet the established service levels. In 2005, the MTA found that 88 jurisdictions, including the City of Gardena, were in conformance with the CMP.~~

* * * *

SCAG Regional Transportation Plan

The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document prepared by the Southern California Association of Governments (SCAG) and first adopted in 2004. This document has been continually updated and the current document is the 2016-2040 Regional Transportation Plan/Sustainable Community Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. It includes a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements. ~~includes programs and policies for congestion management, transit, bicycles and pedestrian, roadway, freight, and financing. The RTP: 1) addresses how to improve mobility and solve congestion problems; 2) evaluates federal, state and local funding available for transportation improvements; 3) estimates costs of projects and develops funding strategies to meet these costs; and 4) meets air quality requirements.~~

* * * *

~~Level of Service~~ Traffic Operations Analysis

A traffic operations analysis was conducted at the time of the 2006 General Plan update. Traffic operations are often described in terms of ~~Level of Service (LOS).~~ LOS is a relative measure of driver satisfaction with ranges from A (Free Flow; volume to capacity ratio of less than .60) to F (Forced Flow; volume to capacity ratio in excess of 1.0).

* * * *

Performance Criteria

~~Evaluating the ability of the circulation system to service the City requires establishing suitable performance criteria. Performance criteria establish a desired LOS and a technical component that specifies how traffic forecast data could be used to measure criteria achievement. Table CI-2 presents the performance criteria.~~

~~Table CI-2~~

~~Performance Criteria~~

~~Mid-Block Roadway Segment Criteria~~	
	~~Volume-to-capacity (V/C) ratio not to exceed 0.90 (LOS D)~~

~~**Peak Hour Intersection Criteria – Residential Intersections**~~

~~Intersection capacity utilization (ICU) not to exceed 0.90 (LOS D)~~

~~Saturation flow rate~~	~~1,600 vehicles per hour per lane~~
~~Clearance interval~~	~~0.10 ICU~~

~~**Peak Hour Intersection Criteria – Commercial Intersections**~~

~~Intersection capacity utilization (ICU) not to exceed 1.00 (LOS E)~~

~~Saturation flow rate~~	~~1,600 vehicles per hour per lane~~
~~Clearance interval~~	~~0.10 ICU~~

* * * *

Policies

CI 1.1: ~~*To the extent feasible, maintain traffic flows at nonresidential, signalized intersections at LOS D, and maintain LOS E during peak rush hours.*~~ *Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.*

* * * *

CI 2.1: ~~*To the extent feasible, maintain traffic flows at residential signalized intersections at LOS C, and maintain LOS D during peak rush hours.*~~

* * * *

Goals

CI Goals 3 Develop Complete Streets to P~~p~~romote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.

* * * *

CI 3.5: As roadways are repaved or otherwise improved, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure. If no walking, bicycling, or public transit improvements are being provided, a report to the City Council should provide an explanation for why such improvements are not needed along this roadway segment.

Circulation Plan

Gardena General Plan 2006, Updated 2020

Authority

As one of the seven State-mandated general plan elements, State Government Code Section 65302(b) requires each city have a circulation element that addresses the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use plan.

Purpose

The purpose of the Circulation Plan is to design and improve the circulation system to meet the future needs of Gardena's residents and visitors. The proposed circulation system should promote the safe and efficient movement of both people and goods through the City. The implementation of the policies in this Plan will enhance the development and maintenance of a transportation system that will support the safe and convenient movement of people through the City, regardless of mode~~maximize freedom of vehicles, transit, rail, bicycles and pedestrian movements~~. This Plan will guide the planning, development and enhancement of Gardena's circulation system based upon the lands patterns and intensities identified in the Land Use Plan.

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Relationships to Other Plans and Programs

Congestion Management Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) is the agency responsible for planning and operating regional transit facilities and services in Los Angeles County. The MTA prepared~~s~~ the Congestion Management Plan (CMP) mandated by State Law, which defines the countywide transportation network, establishes service level targets for network routes, and identifies strategies to reduce congestion. As of summer 2019 a majority of jurisdictions in Los Angeles County had opted out of the CMP which allowed all of Los Angeles County to opt out of the CMP program in accordance with law. The reasoning behind this was that the CMP policies were out of step with current policies which moved away from level of service (LOS) analysis.

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South Coast Air Quality Management Plan

The federal Clean Air Act requires the preparation of plans to improve air quality in geographic areas not meeting state or federal standards for certain pollutants. The South Coast Air Basin, which the City of Gardena is a part of, is in non-attainment. In response to the requirement, the South Coast Air Quality Management Plan (AQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. Such strategies include transportation measures aimed towards enhancing mobility by reducing congestion levels. Gardena's Circulation Plan identifies policies and programs that may contribute to the improvement of the regional air quality.

Gardena's Circulation System

Regional Access

The City of Gardena is served by four nearby freeways, which effectively provide connections to and from the South Bay sub-region to other sub-regions within the metropolitan area. An interchange of the I-110 and SR-91 freeways is located within the City of Los Angeles, near the southeast corner of Gardena. In terms of region-to-region travel, Gardena is not directly connected – such trips require interchanges to true interstate freeways such as the I-5 freeway or the I-10 freeway. The four closest freeway facilities to Gardena are de- scribed below:

Interstate 105 – The Century Freeway (I-105) is an east-west freeway that connects the South Bay/LAX area to the I-605 freeway in Norwalk. In the vicinity of Gardena, the freeway traverses the City of Hawthorne, approximately ½-mile north of the Gardena city limits. The closest access points to Gardena are full-access interchanges at Crenshaw Boulevard and Vermont Avenue.

Interstate 110 – The Harbor Freeway (I-110) is a major north-south freeway in the greater Los Angeles Metropolitan area. It traverses the City of Los Angeles immediately east of the city limits of Gardena. The closest access points to Gardena include full-access interchanges at El Segundo Boulevard, Rosecrans Avenue, and Redondo Beach Boulevard.

Interstate 405 – The San Diego Freeway (I-405) is a ring freeway that connects the I-5 to coastal cities within the Los Angeles Basin, between west Los Angeles and Orange County. In the vicinity of Gardena, the freeway traverses the City of Hawthorne and the City of Lawndale, ap- proximately 2.5 miles west of the Gardena city limits. The freeway also traverses the City of Torrance, approximately one mile south of the Gardena city limits.

State Route 91 – The Artesia Freeway (SR-91) is an east-west freeway that connects the local sub-region to north Orange County and the Inland Empire (Riverside and San Bernardino Counties). The west- ern terminus of the SR-91 freeway is at the eastern city limits of Gardena (at Vermont Avenue). West of this point, within the City of Gardena, the SR-91 designation is terminated and a transition occurs into the divided highway of Artesia Boulevard.

Gardena's Roadway Network

Arterials

The function of an arterial roadway is to connect traffic from smaller roadways to freeway interchanges and regional roadway corridors. They are the principal urban thoroughfares, provide a linkage between activity centers in the City to adjacent communities and other parts of the region, and provide intra-city mobility. Similar roadways in most cities generally have right-of-way widths of approximately 100 feet and are designed to move large volumes of traffic, typically in the range of 40,000 to 60,000 vehicles per day. They are generally served by regional bus transit routes and are the primary truck routes in the commu—nity. Figure CI-1 illustrates the arterial and major collector roadways in the City and Figure CI-2 presents the roadway cross-sections.

Major Collector Roadways

The primary purpose of major collector roadways is to serve as an intermediate route to carry traffic between collector roadways and arterial roadways. Access to adjacent land uses is generally unrestricted. Traffic controls typically consist of signalization at intersections with arterials; however, left-turn lanes and/or left-turn signalization are generally not provided. On street parking is generally acceptable, al- though it might be prohibited during certain hours, or it may be based on a maximum time limit. Similar roadways in most cities are designed to carry moderate levels of traffic, with an average right-of-way width of 80 feet, generally in the range of 15,000 to 25,000 vehicles per day.

Collector Roadways

The primary function of collector roadways is to connect a defined geographic area of the city. These roadways are intended to move traffic from a local roadway to a secondary roadway. They are intended to pro- vide access to all types of land uses and generally have no limitations on access. Parking is generally allowed during most hours. The right-of-way width of this roadway type is variable but generally averages 60 feet, and carries less than 15,000 vehicles per day.

Roadways classified as collector streets within Gardena can be broken down into collector roadways that serve two primary land uses: commercial-industrial uses and residential uses. Collectors in commercial and industrial neighborhoods are two-lane streets that may or may not include on- street parking. Where on-street parking is provided, it may not be available on both

sides of the street. Collectors in residential neighborhoods are two-lane streets with on-street parking on both sides of the street.

Local Streets

The Circulation Plan does not define roadways smaller than collector roads. For purposes of this report, a fifth classification was added: local streets. Local streets are designed to provide vehicular, pedestrian and bicycle access to individual parcels throughout the City. They are intended to carry low volumes of traffic, and allow unrestricted parking. Local streets typically have two travel lanes, and in most cities are 50 feet in width.

In residential neighborhoods, there is a growing trend to design and implement traffic control measures on local streets. Some of these control measures include speed humps, traffic diverters, chokers, traffic circles and pavement treatments. The intent of these treatments is to slow traffic or prevent through traffic from infiltrating residential neighborhoods.

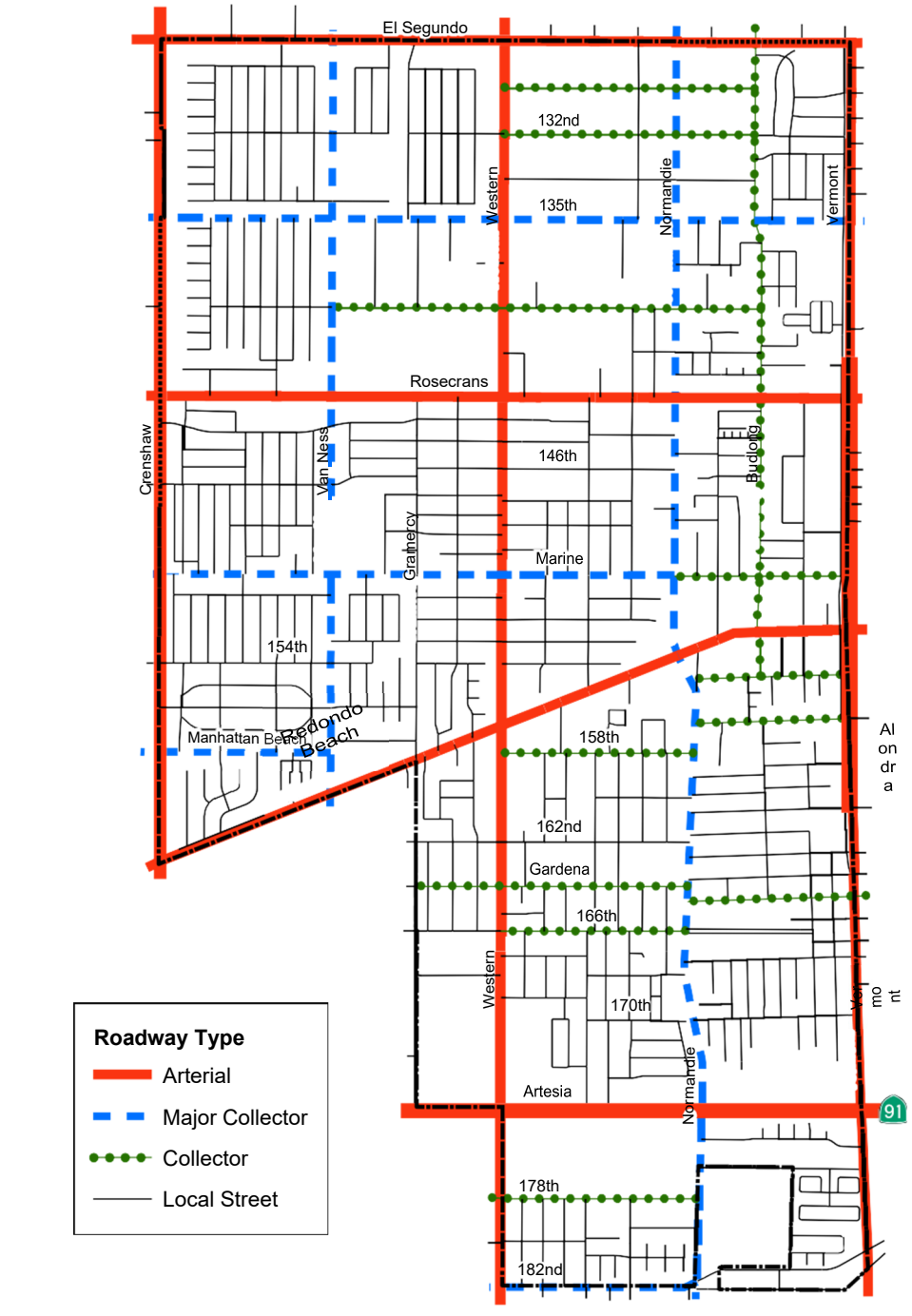
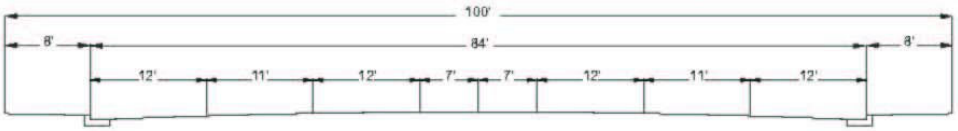
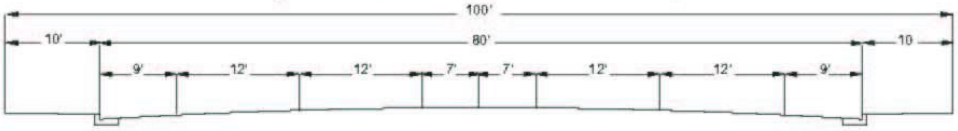


Figure CI-1
Roadway Network

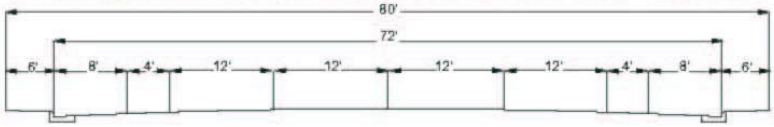
ARTERIAL
(6 LANES, DIVIDED WITHOUT PARKING)



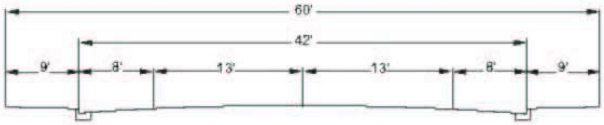
ARTERIAL
(4 LANES, DIVIDED WITH PARKING)



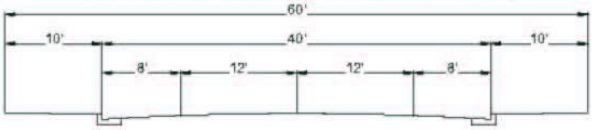
MAJOR COLLECTOR
(4 LANES, UNDIVIDED WITH PARKING AND BIKE LANE - CLASS II)



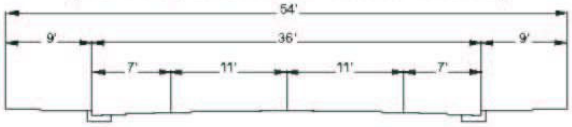
COMMERCIAL-INDUSTRIAL COLLECTOR
(2 LANES, UNDIVIDED WITH PARKING LANE)



RESIDENTIAL COLLECTOR
(2 LANES, UNDIVIDED WITH PARKING)



LOCAL
(2 LANES, UNDIVIDED WITH PARKING)



Note: There are various permutations for the cross-sections, the above represent some examples.

Figure CI-2
Roadway Cross Sections

Truck Routes

Trucks conduct the majority of goods movement within Gardena. The State of California Vehicle Code establishes regulations on the use of local streets and roads by trucks and other heavy vehicles.

The City has designated a number of streets and street segments as truck routes to ensure the orderly movement of commercial vehicles carrying goods and materials through the community. Figure CI-3 illustrates the locations of designated truck routes within Gardena.

Bicycle Facilities

Caltrans has developed statewide standards and definitions for the planning, design and implementation of bicycle facilities. The following is a summation of these standards.

Class I (Bicycle Path) – A bicycle path is a special facility that is designed exclusively for the use of bicycles. They are physically separated from motor vehicle traffic by a barrier or spatial distance. Bicycle paths are more often used for recreation and are generally found in Los Angeles County in parks and recreation areas such as the beach and along river channels.

Class II (Bicycle Lane) – A bicycle lane is a facility where a portion of the paved roadway area is marked as a special lane for use by bicycles only. It is identified by signage along the street that denotes "BIKE LANE", pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways, intersections, or on-street parking.

Class III (Bicycle Route) – A bicycle route is defined as a bicycle way designated within a public right-of-way. The purpose of the bicycle route is to encourage a sharing of the roadway between vehicles and bicycles. They are identified by signage along the street that denotes "BIKE ROUTE." No other pavement markings are employed with these facilities.

Figure CI-4 illustrates the locations of existing bikeways within the City.

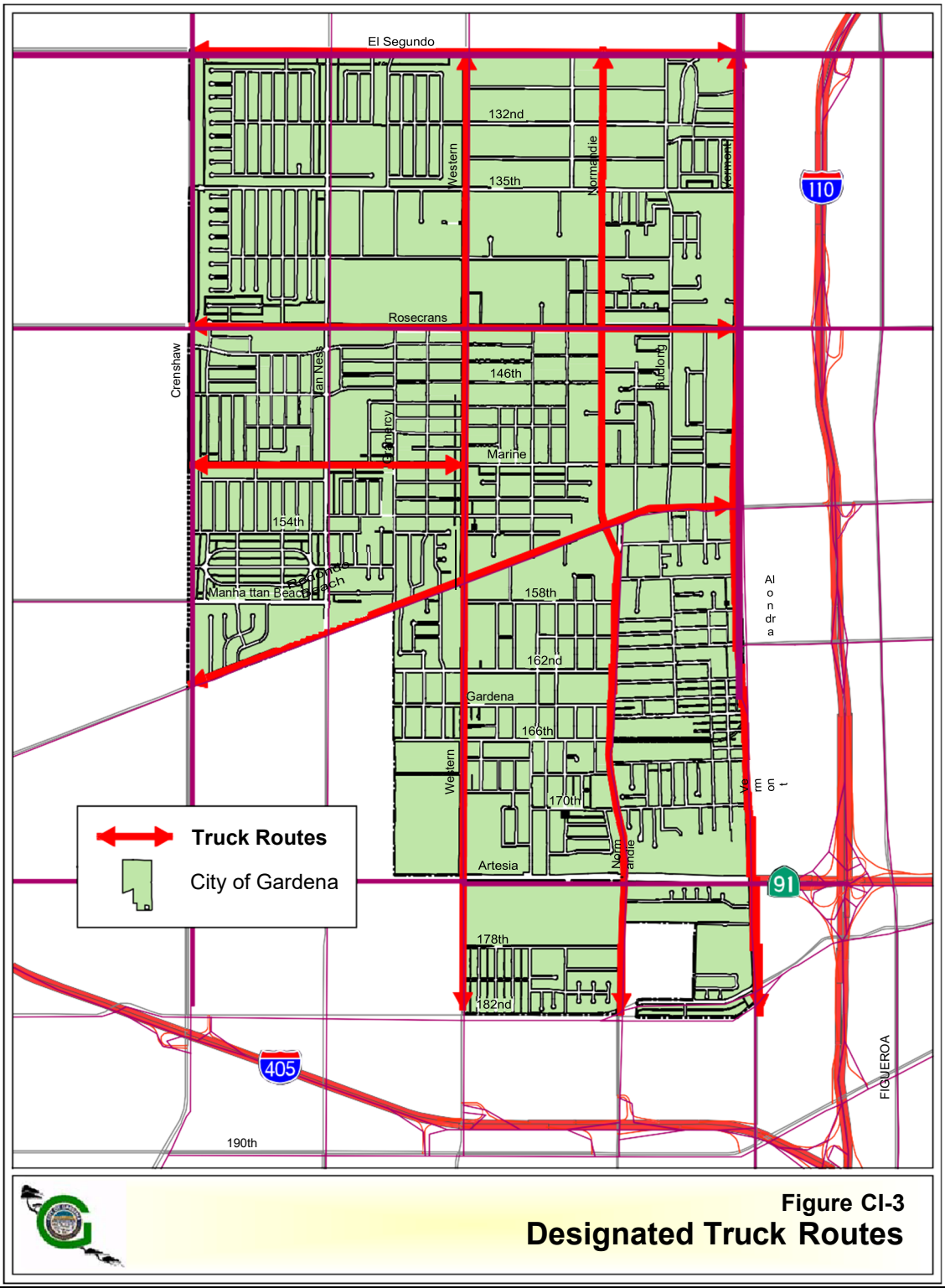


Figure CI-3
Designated Truck Routes

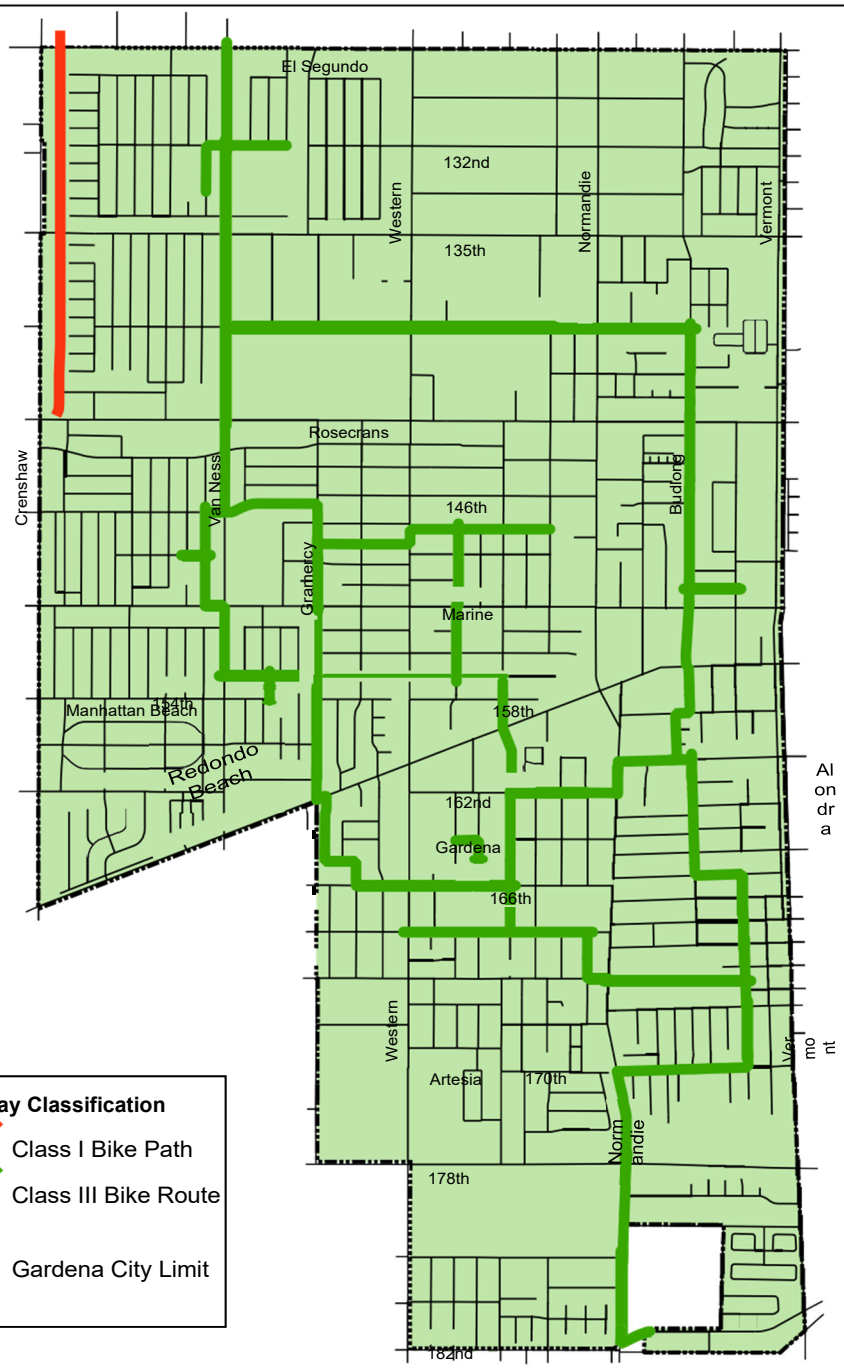


Figure CI-4
Bikeways

Pedestrian Circulation

Pedestrian walking areas are an integral part of a city's circulation system. The connectivity of a sidewalk system is a primary factor in pedestrian mobility between and origin and a destination. A sidewalk is an area of refuge from vehicle traffic that pro- vides a safe route for pedestrian transport.

In order for sidewalks to be an effective choice for circulation, they need to be kept free of obstructions. When equipment such as utility poles, fire hydrants, traffic controls or street lighting must be placed on the sidewalk, it should be placed to minimize interference with pedestrian flow. When street furniture becomes an obstacle to pedestrian flow, it should be prohibited or placed on an adjacent street segment with wider sidewalk facilities.

Public Transportation

Public transportation in the City of Gardena consists of local and regional fixed- route bus service. Rail service is also provided in the vicinity of Gardena. This network of alternative transportation modes serving Gardena provides viable alternatives to the use of private automobiles.

Local transit service is provided by the City of Gardena, through the Gardena Municipal Bus Lines, Torrance Transit and the Los Angeles County Metropolitan Transportation Authority.

Freight Railroads

The City of Gardena is served by the Union Pacific railroad, along the Normandie Avenue corridor south of 166th Street. Additional corridors served by rail include Vermont Avenue south of Redondo Beach Boulevard and 166th Street from the Normandie corridor to Western Avenue. The Burlington Northern Santa Fe railroad has port-related and refinery-related trackage near the I-405 freeway corridor, to the west of the city limits. Truck trips to and from local industry are therefore reduced somewhat by the presence of these freight rail corridors.

~~Level of Service~~Traffic Operations Analysis

A traffic operations analysis was conducted at the time of the 2006 General Plan update. Traffic operations are often described in terms of Level of Service (LOS). LOS is a relative measure of driver satisfaction with ranges from A (Free Flow; volume to capacity ratio of less than

.60) to F (Forced Flow; volume to capacity ratio in excess of 1.0). A LOS D is

traditionally considered the minimum acceptable level of operation for urban peak hour conditions. At that level, most traffic clears on the first available green phase, but short accumulations of vehicles may occur. Average vehicle speeds are on the order of 20-25 miles per hour including stops. LOS E and F are characterized by long queues of waiting vehicles existing over extended periods of time, often blocking nearby intersections and requiring several cycles to clear. In addition, the technique used to assess the operation of an intersection is known as Intersection Capacity Utilization (ICU) which represents the peak hour volume-to-capacity ratios. Table CI-1 presents the LOS definitions for intersections.

Table CI-1

Level of Service (LOS) Definitions for Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0 - 0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.60 – 0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71 – 0.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no longer-standing traffic queues. This level is typically associated with design practice for peak periods.	0.81 – 0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes	0.91 – 1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Above 1.00

Performance Criteria

Evaluating the ability of the circulation system to service the City requires establishing suitable performance criteria. Performance criteria establish a desired LOS and a technical component that specifies how traffic forecast data could be used to measure criteria achievement. Table CI-2 presents the performance criteria.

Table CI-2
Performance Criteria

Mid-Block Roadway Segment Criteria	
Volume-to-capacity (V/C) ratio not to exceed 0.90 (LOS D)	
Peak Hour Intersection Criteria – Residential Intersections	
Intersection capacity utilization (ICU) not to exceed 0.90 (LOS D)	
Saturation flow rate	1,600 vehicles per hour per lane
Clearance interval	0.10 ICU
Peak Hour Intersection Criteria – Commercial Intersections	
Intersection capacity utilization (ICU) not to exceed 1.00 (LOS E)	
Saturation flow rate	1,600 vehicles per hour per lane
Clearance interval	0.10 ICU

Existing Traffic Conditions

Roadway Segments

Figure CI-5 shows the existing roadway segment level of service. Level of service (LOS) values were calculated by dividing the existing daily traffic volumes by the capacity of the roadway within the particular segment. Capacity numbers were defined by the type of roadway and the per-lane capacity defined by the City. The following roadway segments currently operate at LOS E or F:

- Normandie Avenue, between Redondo Beach Boulevard & 158th Street
- Normandie Avenue, between 158th Street and 162nd Street
- Marine Avenue, between Western Avenue and Normandie Avenue

Intersections

The analysis of existing operations at the study intersections is based on the week- day a.m. and p.m. peak hours. Manual turn movement counts were conducted at these intersections in September 2004.

The results of the analysis of existing peak-hour intersection conditions are summarized in Table CI-3 and illustrated in Figures CI-6 and CI-7.

As shown by the bold text within Table CI- 3, three intersections operate at LOS E or F during the AM or PM peak hours:

- Crenshaw Blvd. / El Segundo Blvd. This intersection operates at LOS E in the a.m. peak period. This poor level of service is caused by the conflicts between heavy eastbound left turn volumes and opposing west- bound thru volumes.
- Western Ave. / Redondo Beach Blvd. This intersection operates at LOS F in the p.m. peak period. This poor level of service is caused by the conflicts between heavy northbound left turn volumes and opposing south- bound thru volumes.
- Normandie Ave. / Redondo Beach Blvd. This intersection operates at LOS E in the p.m. peak period. This poor level of service is caused by the conflicts between heavy northbound left turn volumes and opposing southbound thru volumes.

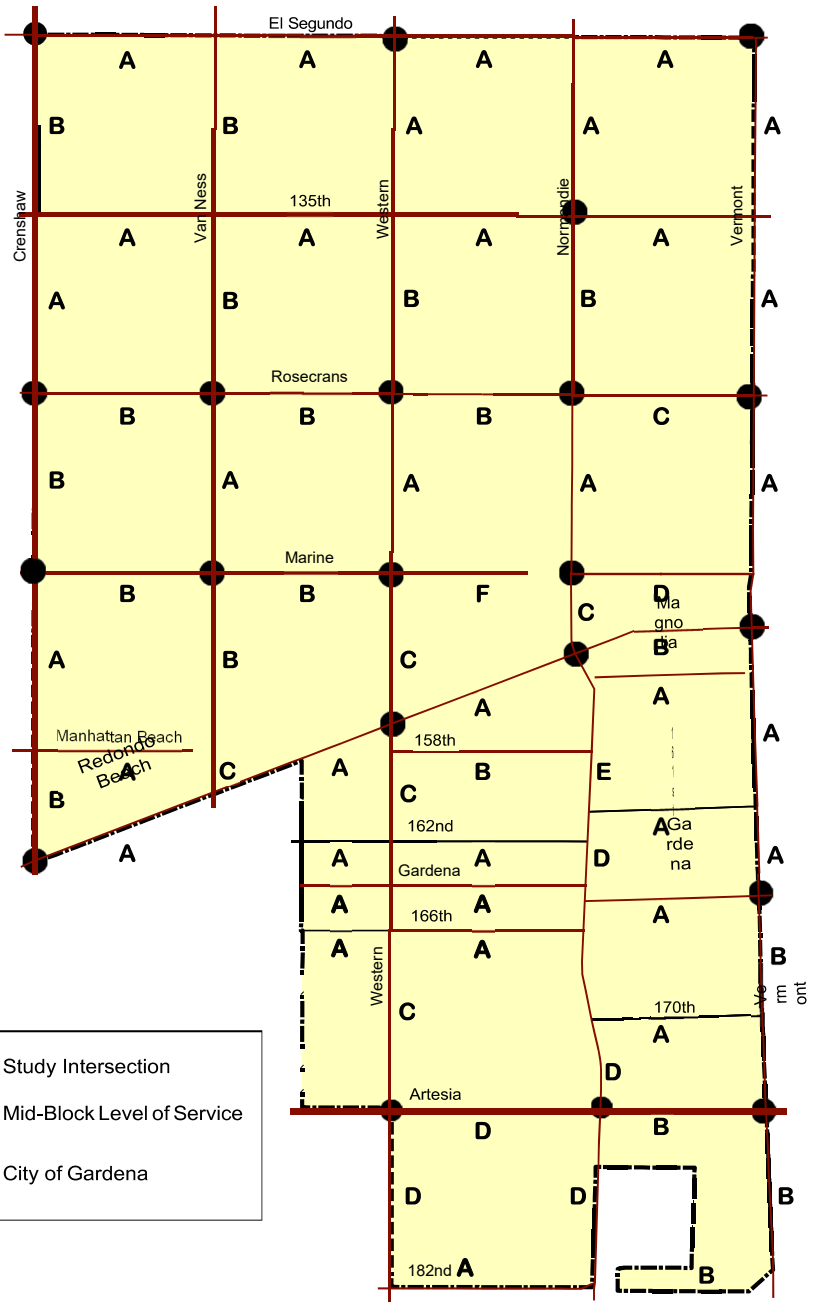


Figure CI-5
Roadway Segment Level of Service

Table CI-3

Existing (2004) Peak Hour Conditions at Study Intersections

	Intersection	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1	Crenshaw Blvd. / El Segundo Blvd.	**0.953**	**E**	0.868	C
2	Western Ave. / El Segundo Blvd.	0.893	D	0.895	D
3	Vermont Ave. / El Segundo Blvd.	0.808	D	0.784	C
4	Normandie Ave. / 135th St.	0.535	A	0.628	B
5	Crenshaw Blvd. / Rosecrans Ave.	0.824	D	0.779	C
6	Van Ness Ave. / Rosecrans Ave.	0.813	D	0.770	C
7	Western Ave. / Rosecrans Ave.	0.715	C	0.786	C
8	Normandie Ave. / Rosecrans Ave.	0.706	C	0.716	C
9	Vermont Ave. / Rosecrans Ave.	0.773	C	0.763	C
10	Crenshaw Blvd. / Marine Ave.	0.682	B	0.677	B
11	Van Ness Ave. / Marine Ave.	0.670	B	0.698	C
12	Western Ave. / Marine Ave.	0.680	B	0.725	C
13	Normandie Ave. / Marine Ave.	0.714	C	0.781	C
14	Crenshaw Blvd. / Redondo Beach Blvd.	0.833	D	0.885	C
15	Western Ave. / Redondo Beach Blvd.	0.733	C	**1.002**	**F**
16	Normandie Ave. / Redondo Beach Blvd.	0.735	C	**0.943**	**E**
17	Vermont Ave. / Redondo Beach Blvd.	0.656	B	0.842	D
18	Vermont Ave. / Gardena Blvd.	0.862	D	0.715	C
19	Western Ave. / Artesia Blvd.	0.790	C	0.885	D
20	Normandie Ave. / Artesia Blvd.	0.829	D	0.889	D
21	Vermont Ave. / Artesia Blvd.	0.885	D	0.871	D

Source: Katz, Okitsu and Associates, Traffic Analysis for the City of Gardena, Dec. 2005

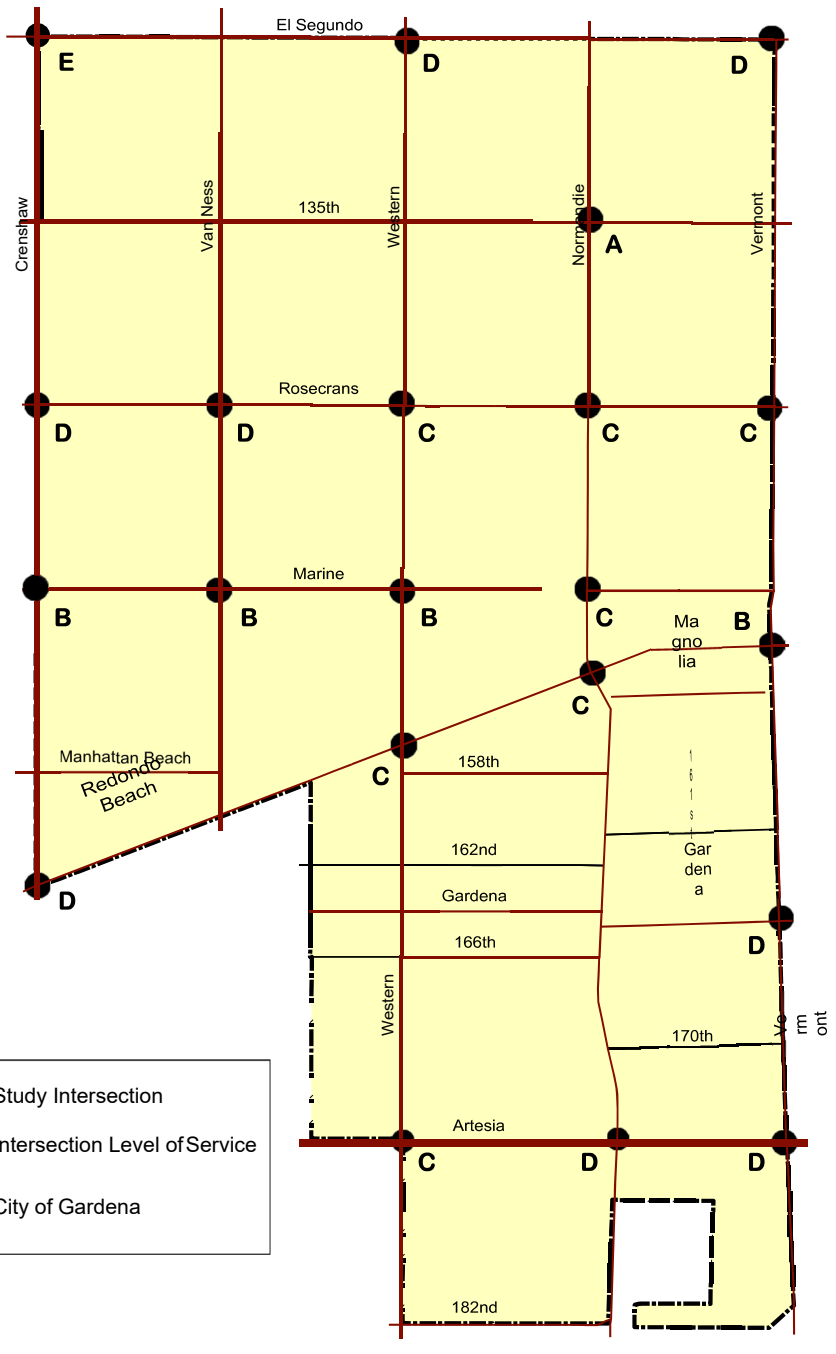


Figure CI-6

Existing AM Peak Hour Intersection LOS

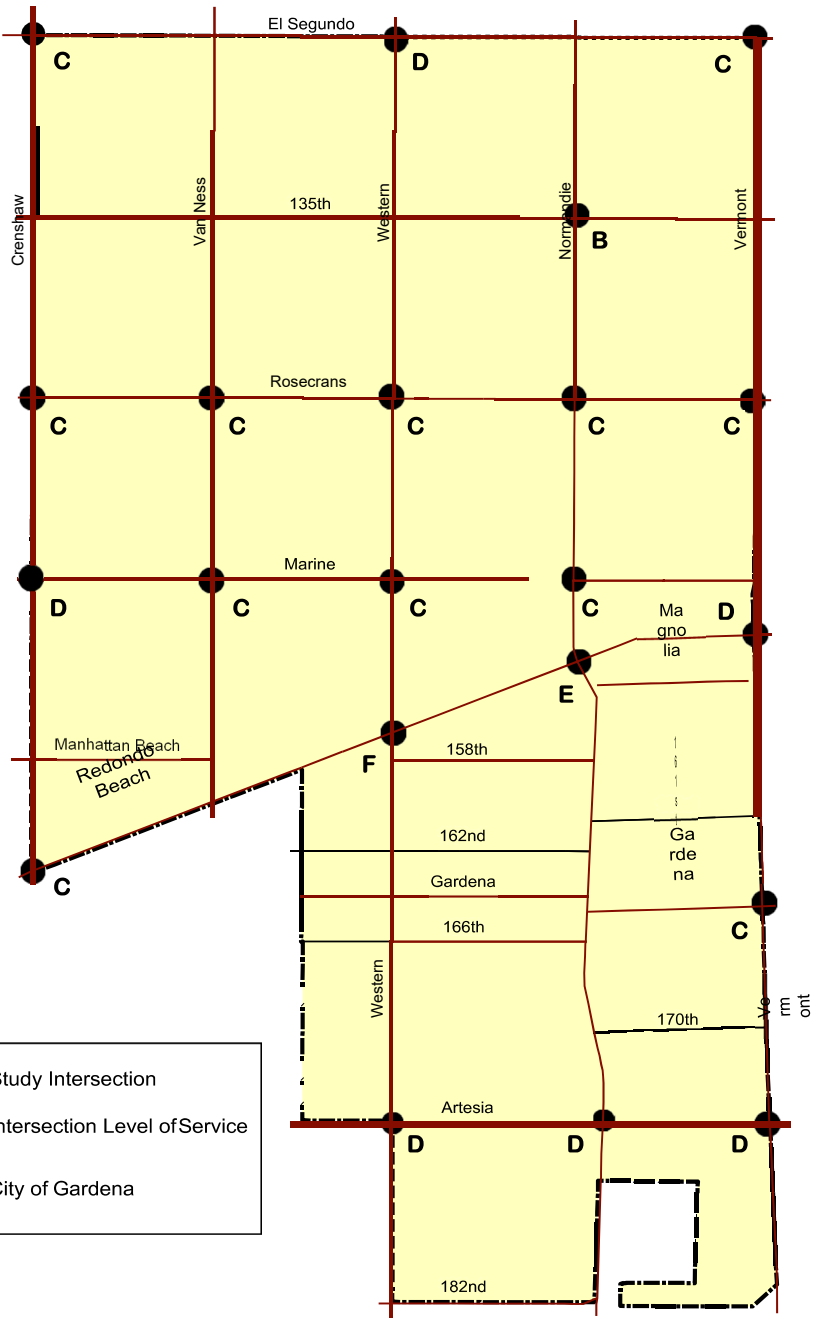


Figure CI-7
Existing PM Peak Hour Intersection LOS

Goals and Policies

CI Goal 1 Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

Policies

CI 1.1: ~~*To the extent feasible, maintain traffic flows at nonresidential, signalized intersections at LOS D, and maintain LOS E during peak rush hours*~~ *Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.*

CI 1.2: Minimize truck traffic through Gardena and minimize adverse impacts by regulating off-street truck parking, intrusions into neighborhoods, and noise levels.

CI 1.3: Cooperate with surrounding cities, regional transportation agencies, and other responsible agencies to provide efficient traffic management along the major roadway corridors traversing Gardena.

CI 1.4: Provide streetscape enhancement programs for major highways, to improve the appearance of streets.

CI Goal 2 Promote a safe and efficient local street system that is attractive and meets the needs of the community.

Policies

~~*CI 2.1: To the extent feasible, maintain traffic flows at residential signalized intersections at LOS C, and maintain LOS D during peak rush hours.*~~*[Deleted]*

CI 2.2: Apply creative traffic management approaches to address congestion in areas with unique problems, particularly in the vicinity of schools, businesses with drive through access and locations where businesses interface with residential areas.

CI 2.3: The City's Capital Improvement Program should ensure that roads are maintained and rehabilitated as needed.

CI 2.4: Protect residential neighborhoods from cut-through traffic by improving intersections on major highways, prohibiting cut-through traffic, and improving street signage.

CI 2.5: Traffic-calming measures and de- vices (e.g., sidewalks, streetscapes, speed humps, traffic circles, cul-de-sacs and signals) should promote safe routes through neighborhoods for pedestrians.

CI 2.6: Provide signs at major City gateways to indicate arrival into the Gardena and to indicate the direction to heavily frequented destinations within the City.

CI Goal 3 Develop Complete Streets to Ppromote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.

Policies

CI 3.1: Work with Gardena Municipal Bus Lines and MTA to increase the use of public transit, establish or modify routes, and improve connectivity to regional services.

CI 3.2: Maintain, to the extent fiscally feasible, and regularly evaluate the efficiency and effectiveness of the Gardena Municipal Bus Lines and Dial-a-Ride services for City residents.

CI 3.3: Maintain and expand sidewalk installation and repair programs, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.

CI 3.4: Maintain a citywide bicycle route and maintenance plan that promotes efficient and safe bikeways integrated with the MTA's regional bicycle system.

CI 3.5: As roadways are repaved or otherwise improved, evaluate opportunities to enhance the quality and safety of the roadway by implementing new or improved walking, bicycling, or public transit infrastructure. If no walking, bicycling, or public transit improvements are being provided, a report to the City Council should provide an explanation for why such improvements are not needed along this roadway segment.

CI Goal 4 Provide adequate public facilities and infrastructure that support the needs of City residents and businesses

Policies

CI 4.1: The condition of sewer, drainage and water systems, streets, and other support facilities should be inventoried and monitored.

CI 4.2: A comprehensive plan to finance the ongoing maintenance, repair, and rehabilitation of City infrastructure systems.

CI 4.3: Maintain a collaborative relation- ship with service providers to ensure that infrastructure investments are protected.

RESOLUTION NO. PC 5-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDENA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL AMEND THE CIRCULATION PLAN OF THE CITY'S GENERAL PLAN AND ADOPT THE REVISED CEQA POLICIES AND PROCEDURES WHICH INCORPORATE THE NEW THRESHOLDS FOR TRANSPORTATION IMPACTS RELATED TO VEHICLE MILES TRAVELED AND DIRECT STAFF TO FILE A NOTICE OF EXEMPTION

WHEREAS, State law requires the City to adopt and maintain a general plan that contains certain mandatory elements, including a Circulation Element; and

WHEREAS, the City of Gardena has adopted a General Plan containing the required Elements; and

WHEREAS, the City's Circulation Element is identified as the Circulation Plan and is part of the Community Development Element; and

WHEREAS, in 2013 the State Legislature adopted SB 743 which addressed a range of topics aimed to better promote statewide policies that: combat climate change by reducing greenhouse gas emissions; encourage infill development instead of urban sprawl; and promote multi-modal transportation networks; and

WHEREAS, as a result of SB 743 the methodology for analyzing transportation impacts has been modified and using a traditional level of service (LOS) analysis which measures traffic delays is no longer allowed; and

WHEREAS, as of July 1, 2020 transportation impacts under the California Environmental Quality Act (CEQA) and the CEQA Guidelines will instead use vehicle miles traveled (VMT) as the metric to measure transportation impacts; and

WHEREAS, Gardena's Circulation Plan, which is part of the City's General Plan, includes references to LOS to determine circulation impacts; and

WHEREAS, in 2008 the State Legislature adopted AB 1358 entitled the California Complete Streets Act of 2008 which required cities to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disable people, as well as motorists; and

WHEREAS, under AB 1358, any substantive revision of the circulation element after January 2011 requires local governments to include complete street provisions; and

WHEREAS, it is necessary to update the City's Circulation Plan to account for the changes required by both SB 743 and AB 1358; and

WHEREAS, pursuant to CEQA Guidelines section 15022, each public agency is required to adopt local objectives, criteria and procedures to comply with CEQA, which may be done by adopting the State CEQA Guidelines by reference; and

WHEREAS, Gardena needs to adopt updated CEQA Policies and Procedures which include the new thresholds for transportation impacts; and

WHEREAS, the Planning Commission of the City of Gardena held a duly noticed public hearing on this matter on June 2, 2020 at which time it considered all evidence presented, both written and oral; and

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

SECTION 1. Recommendation. The Planning Commission hereby recommends that:

A. The City Council adopt the amendment to the Circulation Plan attached hereto as Exhibit A; and

B. The City Council adopt the Gardena CEQA Policies and Procedures attached hereto as Exhibit B.

C. The City Council direct staff to file Notice of Exemptions for these actions.

SECTION 2. Findings. The Planning Commission hereby makes the following findings in support of its recommendations:

A. It is in the best interest of public health, safety and welfare to update the City's 2006 Circulation Element by implementing the State laws designed to protect the health of the citizens and insure everyone's needs are accounted for with regard to streets.

B. The transportation thresholds are consistent with State requirements as to how transportation impacts should be evaluated for the purposes of CEQA review of projects. The revised thresholds are based upon the VMT metric that is specifically required in CEQA Guidelines Section 15064.3. Additionally, the City is setting the new CEQA thresholds at a point that has been established based upon review of the State Office of Planning and Research (OPR) guidance.

C. The update to the City's 2006 Circulation Element and adoption of the Gardena CEQA Policies and Procedures are consistent with the following goals and policies of the City's General Plan:

- Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Goal 3: Promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.

- Land Use Goal 1: 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.

    - LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multifamily residential developments.

- Land Use Goal 4: Provide the highest quality of public facilities possible to meet the needs of the City's residents and businesses and promote the City's image and cultural heritage.

    - LU 4.3: Design public improvements to encourage pedestrian activity and access and to provide safe and convenient pedestrian circulation.

SECTION 3. CEQA.

The actions are exempt from CEQA under the common sense exemption of Guidelines Section 15061(b)(3) where it can be seen with certainty that the project would not have a significant effect on the environment given that regardless of whether the City takes these actions, State law mandates the change in the methodology assessing traffic impacts. Additionally, these actions are exempt under Guidelines Section 15308 because they are taken to protect the environment.

SECTION 4. Effective Date. This Resolution is effective immediately.