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Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors near the Project site consist mostly of residential, institutional (i.e., healthcare, religious, educational), and recreational uses. **Table 4.13-2: Sensitive Receptors**, identifies the sensitive receptors within the Project vicinity, as well as their distances and directions from the Project site.

TABLE 4.13-2: SENSITIVE RECEPTORS	
Receptor Type/Description	Distance and Direction from the Project Site
RESIDENTIAL	
Single-Family Residential Neighborhood	310 feet to the south
Single-Family Residential Neighborhood	550 feet to the west
Single-Family Residential Neighborhood	2,096 feet to the north
HEALTH CARE INSTITUTION	
Las Flores Convalescent Hospital	1,286 feet to the west
RELIGIOUS INSTITUTIONS	
Maria Regina Catholic Church	1,707 feet to the north
Bible Baptist Church	2,814 feet to the southeast
Iglesia Presbiteriana Bethesda	2,966 feet to the southwest
EDUCATIONAL INSTITUTIONS	
Junipero Serra High School	1,500 feet to the south
Maria Regina School – Private School	1,526 feet to the north
Chapman Elementary School	2,335 feet to the southeast
Purche Avenue Elementary School	2,663 feet to the northwest
RECREATIONAL FACILITIES	
Thornburg Park	2,306 feet to the southwest
Rowley Park	2,409 feet to the north
Luck Duck Swim School	2,844 feet to the southwest
Source: Google Earth Pro, 2019	

Local Regulatory Setting

Gardena General Plan 2006

The GGP establishes goals, policies, and programs to protect residents from excessive noise. The GGP identifies transportation, such as arterials and train movements, as the most significant noise-producing sources, as well as fixed sources.⁵⁹ Land uses near these significant noise-producers can incorporate buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques to reduce the impact of excessive noise. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. The GGP includes acceptable noise levels associated with specific land uses; see **Table 4.13-3: Gardena Noise and Land Use Compatibility**.

The City has designated several streets/street segments as truck routes. General Plan Figure CI-3 illustrates the locations of Gardena's designated truck routes and indicates those nearest the Project site are Normandie Avenue to the east and Western Avenue to the west.⁶⁰

City of Gardena Municipal Code

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

⁵⁹ City of Gardena, *Gardena General Plan 2006 Community Safety Element Noise Plan*, 2006.

⁶⁰ City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-3: Designated Truck Routes*. Gardena, CA: City of Gardena.

TABLE 4.13-3: GARDENA NOISE AND LAND USE COMPATIBILITY							
Land Use Category	CNEL, dBA ¹						
	<	55	60	65	70	75	80
Residential – Single-family, multifamily, duplex	A	A	B	C	C	NA	NA
Residential – Mobilehomes	A	A	B	C	C	NA	NA
Transient Lodging – Motels, hotels	A	A	B	B	C	C	NA
Schools, Libraries, Churches, Hospitals, Nursing Homes	A	A	B	C	C	NA	NA
Auditoriums, concert Halls, Amphitheaters, Meeting Halls	B	B	C	C	NA	NA	NA
Sports Arenas, Outdoor Spectator Sports, Amusement Parks	A	A	A	B	B	NA	NA
Playgrounds, Neighborhood Parks	A	A	A	B	C	NA	NA
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	B	C	C
Office and Professional Buildings	A	A	A	B	B	C	NA
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	B	B	C
Industrial, Manufacturing Utilities, Wholesale, Service Stations	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A
Notes:							
1. CNEL = Community Equivalent Noise Level; dBA = Decibel							
LEGEND:							
A – Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. B – Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. C – Normally Unacceptable – New construction or development should generally be discouraged. If it does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. D – Clearly Unacceptable – New construction or development should generally not be undertaken. NA – Not Applicable							
Source: City of Gardena, Gardena General Plan 2006 Community Safety Element Noise Plan, 2006.							

TABLE 4.13-4: ALLOWABLE EXTERIOR AND INTERIOR NOISE LEVELS				
Type of Land Use	15-Minute Average Noise Level ($L_{eq}(15)$)		Maximum Noise Level (L_{max})	
	7 am – 10 pm	10 pm – 7am	7 am – 10 pm	10 pm – 7 am
Exterior Noise Levels				
Residential	55 dB(A)	50 dB(A)	75 dB(A)	70 dB(A)
Residential portions of mixed-use	60 dB(A)	50 dB(A)	80 dB(A)	70 dB(A)
Commercial	65 dB(A)	60 dB(A)	85 dB(A)	80 dB(A)
Industrial of manufacturing	70 dB(A)	70 dB(A)	90 dB(A)	90 dB(A)
Interior Noise Levels				
Residential	45 dB(A)	40 dB(A)	65 dB(A)	60 dB(A)
Residential portions of mixed-use	45 dB(A)	40 dB(A)	70 dB(A)	60 dB(A)
Source: City of Gardena, <i>City of Gardena Municipal Code</i> , §8.36.040 and §8.36.050, 2018.				

Impact Analysis

4.13a Would the project result in generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact.

Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. **Table 4.13-5: Typical Construction Noise Levels**,⁶¹ lists typical noise levels associated with individual construction equipment at 50 feet from the source and at the nearest noise sensitive receptors (the single-family residences 310 feet to the south (94 meters)).

⁶¹ This Project will not use a pile driver.

TABLE 4.13-5: TYPICAL CONSTRUCTION NOISE LEVELS		
Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 310 feet from Source ¹
Air Compressor	80	64
Backhoe	80	64
Compactor	82	66
Concrete Mixer	85	69
Concrete Pump	82	66
Concrete Vibrator	76	60
Crane, Derrick	88	72
Crane, Mobile	83	67
Dozer	85	69
Generator	82	66
Grader	85	69
Impact Wrench	85	69
Jack Hammer	88	72
Loader	80	64
Paver	85	69
Pile-driver (Impact)	101	85
Pile-driver (Sonic)	95	79
Pneumatic Tool	85	69
Pump	77	61
Roller	85	69
Saw	76	60
Scraper	85	69
Shovel	82	66
Truck	84	68
Notes:		
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20\log(d_1/d_2)$		
Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance		
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual</i> , September 2018.		

Project construction would occur adjacent to industrial and commercial uses (i.e., warehouses to the north, Rosecrans Avenue to the south, a self-storage facility to the east, and a U-Haul lot to the west). No sensitive receptors are adjacent to the Project site. The nearest sensitive receptors to the Project site are single-family residences located 310 feet to the south, across Rosecrans Avenue. These sensitive receptors could be exposed to elevated exterior noise levels during Project construction, as indicated in **Table 4.13-5**. However, construction-related exterior noise levels would be unlikely to affect the sensitive receptors surrounding the construction site, given construction noise would be attenuated by: 1) industrial and commercial buildings situated between the Project site and nearest residences; and 2) mobile noise sources (i.e., vehicular traffic) along two roadways (i.e., Van Ness Avenue, a Major Collector,⁶² and Rosecrans Avenue,

⁶² City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-1: Roadway Network*. Gardena, CA: City of Gardena.

an Arterial⁶³) situated between the Project site and nearest residences. Further, construction noise would be acoustically dispersed throughout the Project site and not concentrated in one area near sensitive receptors.

The GMC does not establish quantitative construction noise standards. Instead, the City has established limited hours of construction activities. GMC §8.36.080: *Exemptions*, exempts noise associated with new construction activity, remodeling, rehabilitation, or grading of any property from the GMC noise limitations, provided construction activities take place between the hours of 7:00 AM and 6:00 PM on weekdays, between the hours of 9:00 AM and 6:00 PM on Saturdays, with no construction activities taking place at any time on Sundays or federal holidays. All motorized equipment used in such activity shall be equipped with functioning mufflers as mandated by the state. Additionally, existing noise levels in the Project vicinity range from 56.4 to 67.0 dBA Leq; see **Table 4.13-1**.

Construction activities may also cause increased noise along access routes to and from the Project site due to movement of equipment, materials, and workers. Approximately 1,415 CY of net soil import is anticipated, which would be transported along local roadways, including Rosecrans Avenue and the truck routes nearest the Project site (i.e., Normandie Avenue to the east and Western Avenue to the west). Compliance with GMC would minimize impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays. Thus, following compliance with GMC standards, Project construction activities would result in a less than significant noise impact.

Operational Noise

The Project proposes to replace the existing commercial uses with a mixed-use development consisting of 113 DU, including 57 attached townhouse units, 41 detached garden court units, and 15 live-work units with 3,949 SF of work space. Thus, the operational noise (stationary and traffic) associated with the existing commercial, automotive repair, and taxi service uses would cease and would be replaced with operational noise typical of residential and commercial uses. The Project's major noise sources, which include stationary noise sources and mobile noise sources (i.e., off-site vehicular traffic).

Stationary Noise Sources. With Project implementation, the stationary noise sources (i.e., surface parking lot, outdoor trailer storage, loading/unloading activities, and HVAC equipment) associated with the existing commercial, automotive repair, and taxi service uses would be removed and replaced with stationary noise typical of residential uses and a commercial use. Noise typical of residential uses includes group conversations, pet noise, and general maintenance activities. Noise typical of commercial uses includes delivery trucks traveling on the site, mechanical equipment, and parking lot activities. Generally, noise levels from stationary sources are anticipated to decrease with Project implementation, as compared to the existing commercial, automotive repair, and taxi service uses, given that the existing uses would be replaced with primarily residential uses and limited work floor area. Further, noise from residential stationary sources would primarily occur during the "daytime" activity hours of 7:00

⁶³ Ibid.

AM to 10:00 PM. Additionally, the residences would be subject to compliance with the GGP and GMC noise standards.

The Project is surrounded primarily by commercial and industrial uses. The nearest sensitive receptors to the Project site are the single-family residences located 310 feet to the south, beyond the industrial and commercial uses and on the opposite side of Rosecrans Avenue. Potential stationary noise sources related to long-term Project operations would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet from the source. The HVAC units associated with the proposed buildings would be located more than 310 feet from the nearest sensitive receptors. At 310 feet, HVAC and other mechanical equipment noise would be 35 dBA, which would be below the City's 55 dBA standard.

Nominal parking noise would occur within the on-site shared driveway and visitor parking stalls. It is also noted that parking noise occurs at the adjacent properties under existing conditions. Parking and driveway noise would be consistent with the existing noise in the vicinity and would be partially masked by background traffic noise from motor vehicles traveling along Rosecrans Avenue. Trash pickup would occur, but these noise sources would be intermittent and similar to/less than noise levels near Rosecrans Avenue. Actual noise levels over time resulting from parking activities are anticipated to be below the City's noise standards.

Therefore, the Project's stationary noise sources (i.e., mechanical equipment, parking lots, and deliveries/pick-ups) would not generate excessive noise levels. Impacts would be less than significant in this regard, and no mitigation is required.

Mobile Noise Sources. Project implementation would generate traffic volumes along Rosecrans Avenue and Project area roadways. The Project would generate approximately 818 ADT.⁶⁴ This trip generation estimate is conservative given trip credits for the existing land uses that would be displaced have not been applied. When trip credits for the existing commercial, automotive repair, and taxi service uses are applied to the Project's trip generation estimates, the Project's net new trips would be offset, with proportionate offsets in traffic noise. Notwithstanding, for a conservative approach, this analysis assumes a trip generation increase of 818 ADT. The Project's traffic would result in noise on Project area roadways. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase.⁶⁵ The Circulation Element classifies Rosecrans Avenue (the nearest roadway) as an Arterial roadway, and does not have calculated average daily traffic. These roadways carry an average of 40,000 to 60,000 vehicles per day.⁶⁶ Even without applying the credit for the existing noise associated with the displaced land uses, the Project-related traffic increase would not result in a permanent 3-dBA increase in ambient noise levels. Therefore,

⁶⁴ **Appendix H3. Transportation Memo.**

⁶⁵ According to the California Department of Transportation, *Technical Noise Supplement to Traffic Noise Analysis Protocol* (September 2013), it takes a doubling of traffic to create a noticeable (i.e., 3 dBA) noise increase.

⁶⁶ City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Circulation Element page CI-3*. Gardena, CA: City of Gardena.

Project mobile noise sources (i.e., vehicular traffic) would not generate excessive noise levels. Impacts would be less than significant in this regard, and no mitigation is required.

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

Less Than Significant Impact.

Construction

Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

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

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

TABLE 4.13-6: TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS	
Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.059
Jackhammer	0.035
Small Bulldozer/Tractors	0.003
Notes: ¹ Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Manual Table 7-4</i> , 2018; D = the distance from the equipment to the receiver.	

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

The nearest sensitive receptors to the Project site are the residential uses 310 feet to the south. As indicated in **Table 4.13-6**, construction equipment vibration velocities at 25 feet would not exceed 0.089 in/sec PPV, which is below the FTA's 0.20 PPV threshold. Thus, vibration velocities would be significantly lower at a distance of 310 feet. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structure. Therefore, Project construction-related activities would not generate excessive groundborne vibration. Impacts would be less than significant in this regard, and no mitigation is required.

Operations

The Project proposes a mixed-use development with residential and commercial uses that would not involve railroads or substantial heavy truck operations. Rather, the Project would remove the existing commercial, automotive repair, and taxi service uses, removing the groundborne vibration associated with the existing truck operations. Therefore, Project operations would not generate excessive groundborne vibration. Impacts would be less than significant in this regard, and no mitigation is required.

4.13c Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Refer to Response 4.9e. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Impacts would be less than significant in this regard, and no mitigation is required.

Cumulative Noise Impacts

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. As discussed in Response 4.13a, GMC §8.36.080 exempts noise associated with new construction activity, remodeling, rehabilitation, or grading of any property from the GMC noise limitations, provided construction activities take place between the hours of 7:00 AM and 6:00 PM on weekdays, between the hours of 9:00 AM and 6:00 PM on Saturdays, with no construction activities taking place at any time on Sundays or federal holidays. There would be periodic, temporary, construction-related noise impacts that would cease once Project construction is completed. The Project would contribute to other proximate construction noise impacts, if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant following compliance with the GMC.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus,

cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
Source: Kimley-Horn & Associates				

Impact Analysis

4.14a Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The City's population as of January 1, 2020 is approximately 60,937 persons.⁶⁷ The City's housing stock totaled 21,982 DU with approximately 2.83 PPH.

The Project would remove all existing on-site structures and in their place construct a mixed-use development consisting of 113 DU, including 15 live-work units with 3,949 SF of work space. A project could induce direct population growth in a city through development of housing and businesses. The Project proposes housing and businesses, however, as concluded below, the Project's forecast population growth is neither substantial or unplanned. Additionally, the Project does not propose to extend roads or other infrastructure, thus, would not induce population growth in the City indirectly.

The Project would induce direct population growth in the City through housing development. Assuming 113 DU and 2.83 PPH, the Project's forecast population growth associated with the new housing is approximately 320 persons. Given the scale and nature of the live-work units and the City requirement that work is to be performed by persons who live in the unit, the Project would not generate employment. Therefore, the Project would not induce direct population growth in the City through business development (i.e., live-work units).

⁶⁷ California Department of Finance. (2020). E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark.

The Project's forecast population growth of approximately 320 persons associated with the new homes would increase the City's existing population of approximately 60,937 persons by less than one percent (approximately 0.53 percent). However, the Project's forecast population growth was not unplanned when compared to the existing General Commercial with a MU designation. As discussed in detail in Response 4.11b, the Project site's maximum residential development capacity is 164 DU and maximum general commercial development capacity is 119,137 SF, based on the existing General Commercial with a MUO designations. Assuming 164 DU and 2.83 PPH, the forecast population growth associated with new homes based on maximum allowed density is approximately 464 persons. Based on a 5.47-acre site and approximately 25.76 employees per acre, the forecast employment growth associated with new businesses based on maximum allowed non-residential land use intensity is approximately 141 jobs. It is assumed the new jobs would be filled by local residents who already reside within the City. Therefore, the forecast employment growth associated with new businesses based on maximum allowed non-residential land use intensity would not induce direct population growth in the City.

The Project's forecast population growth of approximately 320 persons was not unplanned and would be approximately 31 percent less than the forecast population growth based on maximum allowed density of approximately 464 persons. Additionally, it is the City's goal (GGP Land Use Goal 1) to "preserve and protect existing single-family and low/medium-density residential neighborhoods while promoting the development of additional high-quality housing types in the City." The Project would be in furtherance of this goal by providing additional housing types in the City. The Project's nominal population growth is not considered substantial in a City-wide context. Therefore, the Project would not induce substantial unplanned direct population growth in the City through new homes or businesses. A less than significant impact would occur in this regard, and no mitigation is required.

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

No Impact. The Project would not displace existing housing or require construction of replacement housing elsewhere, since no housing is located onsite. Therefore, no impact would occur in this regard, and no mitigation is required.

4.15 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?			X	
d) Parks?			X	
e) Other public facilities?			X	
Source: Kimley-Horn Associates				

Impact Analysis

4.15a Fire Protection?

Less Than Significant Impact. The City contracts with LACFD to provide fire protection and emergency medical services for the City. LACFD operates two fire stations within the City: Fire Station 158, located at 1650 West 162nd Street, and Fire Station 159, located at 2030 West 135th Street. The fire station nearest the Project site is Station #159, approximately 0.4 miles to the north. The Project's forecast population growth would incrementally increase the demand for fire protection and emergency medical services to the Project site. However, the LACFD Fire Prevention Division has reviewed the Project and specified final map, access, and water system requirements (see **Appendix I**), which would enhance the Project's fire protection. LACFD Fire Prevention Division granted clearance of Vesting Tentative Tract Map #82667 for access requirements only on May 12, 2020 and the Project would be required to comply with standard LACFD COA.

The Project does not propose, and would not create a need for, new/physically altered fire protection facilities to maintain acceptable service ratios/response times. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning fire protection facilities, and no mitigation is required.

4.15b Police Protection?

Less Than Significant Impact. Police protection services would be provided by the City of Gardena Police Department (GPD). The GPD has 83 police officers and 19 part-time employees. The police station nearest the Project site is at 1718 West 162nd Street, approximately 1.8 miles to the south. The Project's forecast population growth would incrementally increase the demand for police protection services to the Project site. However, through the City's Site Plan Review process, the

GPD would review the Project concerning access and other safety measures, which would enhance the Project's police protection.

The Project does not propose, and would not create a need for, new/physically altered police protection facilities to maintain acceptable service ratios/response times. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning police protection facilities, and no mitigation is required.

4.15c Schools?

Less Than Significant Impact. The Project site is within Los Angeles Unified School District (LAUSD) boundaries. The public schools listed below would serve the proposed Project.⁶⁸

- Chapman Elementary School (K-5),
- Peary Middle School (6-8), and
- Junipero Serra High School (9-12).

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

Based on 113 DU and LAUSD's student generation factor of 0.437 students per new DU, the proposed Project is forecast to generate approximately 49.4 new students to the LAUSD.⁶⁹ The Project's forecast student population growth would incrementally increase the demand for school facilities/services. However, the Project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB50). Pursuant to Government Code §65995(3)(h), "payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..."

The Project does not propose, and would not create a need for, new/physically altered school facilities to maintain acceptable service ratios/standards. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning schools.

4.15d Parks?

Less Than Significant Impact. See Response 4.16 below.

4.15e Other public facilities?

Less Than Significant Impact. Los Angeles County Library operates 84 community-based library outlets, including four bookmobiles in 51 of 88 cities and unincorporated areas.⁷⁰ Los Angeles County Library is responsible for maintenance and library improvements to meet future library

⁶⁸ Los Angeles Unified School District. (2018). Retrieved from <https://www.arcgis.com/home/webmap/viewer.html?webmap=e32c5cd92bf74e19acafb26752b63f0a>.

⁶⁹ Los Angeles Unified School District. (2018). Developer Fee Justification Study, Table 3: LA Unified Student Generation Factors. Roseville, CA: Schoolworks, Inc.

⁷⁰ LA County Library. (2018). Public Libraries. <https://www.lacounty.gov/things-to-do/libraries-museums/public-libraries/>.

service's demands. The Project's forecast population growth would incrementally increase the demand for library services, and specifically at the Gardena Mayme Dear Library located at 1731 West Gardena Boulevard, Gardena. The Library system has developed a Strategic Plan that identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands.

The Project does not propose, and would not create a need for, new/physically altered library facilities to maintain acceptable service ratios/standards. Therefore, the Project would not result in adverse physical impacts associated with such facilities. Given the Project's nature and scope, a less than significant impact would occur concerning libraries, and no mitigation is required.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	
Source: Kimley-Horn & Associates				

Impact Analysis

4.16a Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

Less Than Significant Impact. The Project's forecast population growth could incrementally increase the use of existing recreational facilities. However, this incremental increase would not be such that substantial physical deterioration of an existing recreational facility would occur or be accelerated. As discussed below, the Project proposes onsite passive open space uses in excess of GMC requirements and is also subject to compliance with GMC Chapter 17.20: *Park and Recreation Dedication Fees*. Therefore, impacts would be less than significant in this regard, and no mitigation is required.

GMC §18.19.060(i) requires 150 SF/DU of open space. For live/work units, a minimum of 100 SF/DU is required. The Project proposes 113 DU, 15 of which are live/work, thus, would require 16,200 SF of open space to meet City standards. The Project proposes approximately 25,915 SF of private open space (approximately 5,758 SF within private yards and approximately 20,157 SF within private decks) and approximately 42,353 SF of common open space (a 2,224 SF barbeque area and 42,129SF of paseos and terraces). In total, the Project proposes 68,268 SF of private and public open space, which would exceed GMC's minimum open space standard.

Under GMC Chapter 17.20, the City requires dedication of land, payment of fees, or a combination of both for park or recreational purposes. GMC §17.20.030: *Amount of Land to be Dedicated and/or Amount of Fees in Lieu of Land Dedication*, specifies that a minimum of 3.0 acres of usable park area is required per 1,000 persons residing within the subdivision. The Project's forecast population growth is approximately 320 persons; see Response 4.14a. Based on this

forecast population growth and the City's park area target of 3.0 acres per 1,000 persons, the Project would create a demand for approximately 0.975 acres of usable park area. Under GMC §17.20.100B, the City could require the dedication of land, payment of fees, or a combination of both in compliance with the City's requirements for park and recreation dedication fees. In this case, the City will require payment of fees, which are set at \$10,000 per DU in accordance with City Council Resolution No. 6433. Pursuant to GMC Chapter 17.20, any fees received by the City would be used for either acquiring land or developing new or rehabilitating existing park and recreational facilities. If it is determined that construction of new recreational facilities is warranted and that proposal is subject to CEQA, the City would conduct further environmental analysis to determine whether adverse physical effects on the environment would occur. Further, the Project does not propose recreational facilities. Therefore, the Project would not have an adverse physical effect on the environment concerning construction or expansion of recreational facilities.

4.17 Transportation

This Section is primarily based on the following documents:

- *Transportation Impact Study Rosecrans Place Mixed-Use Project* (Linscott, Law, & Greenspan, February 27, 2020 (Transportation Study); see **Appendix H1: Transportation Impact Study**.
- Draft SB 743 Transportation Analysis Figure 1: Low VMT Areas, and Figure 3: Transit Priority Area (Fehr & Peers, February 2020) (SB 743 Analysis); see **Appendix H2: Draft SB 743 Maps**.
- *Memorandum: Trip Generation Assessment for the Updated Rosecrans Place Project City of Gardena* (Linscott, Law, & Greenspan, April 24, 2020 (Transportation Memo); see **Appendix H3: Transportation Memo**.

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

Impact Analysis

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

Less Than Significant Impact.

Circulation System – Level of Service Analysis

In 2013, the State Legislature adopted Public Resources Code Section 21099, which required a change in methodology in assessing traffic impacts from looking at delay (level of service (LOS)) to vehicle miles of travel (“VMT”). According to this section, use of LOS to measure impact would not be considered as a significant impact once the Secretary of the Natural Resources Agency certified the new guidelines. However, the guidelines that were adopted provided that the lead agency would have to cease using a LOS standard on July 1, 2020, although the lead agency could

elect to be governed by the new provisions before that date. Given the conflict between the state statute and the State CEQA Guidelines, and in an abundance of caution, this analysis examines significant impacts from both a LOS standard (as follows) and a VMT standard; see **Response 4.17b**.

The goals of using a VMT analysis are to: encourage infill development; reduce greenhouse gasses; and improve public health. VMT captures the number and length of trips that would result on the roadway network, rather than traffic flow.

A Transportation Study (**Appendix H1**) was prepared to identify and evaluate the Project's potential transportation impacts, following the City's current Gardena traffic study guidelines, as well as the intersection threshold criteria set forth in the Los Angeles County Department of Public Works (LACDPW) traffic study guidelines. The analysis evaluates potential Project-related impacts at the following five study intersections in the Project's vicinity, which were identified through consultation with City staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding LOS at the study intersections.

The net new Project traffic volumes were added for each new condition volumes (i.e., existing condition and future without Project conditions) to determine the change in capacity utilization at the study intersections. Transportation impacts at the study intersections were analyzed for the following conditions:

- a. Existing conditions,
- b. Existing with Project conditions.
- c. Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2022 and with completion and occupancy of the related projects (i.e., future without Project conditions).
- d. Condition [b] with implementation of Project mitigation measures, where necessary.
- e. Condition [d] with completion and occupancy of the proposed Project.
- f. Condition [e] with implementation of Project mitigation measures, where necessary.

Study Area

Five study intersections were identified for evaluation during the weekday morning (AM) and afternoon (PM) peak hours based on consultation with City Staff. The study intersections provide local access to the study area and define the extent of the boundaries for the transportation analysis. Further discussions of the study area and existing street system are provided in **Appendix H1** Sections 1.2 and 4.0. The five study intersections depicted on **Exhibit 4.17-1: Existing Street System**, and listed below define the extent of the boundaries for this transportation impact study:

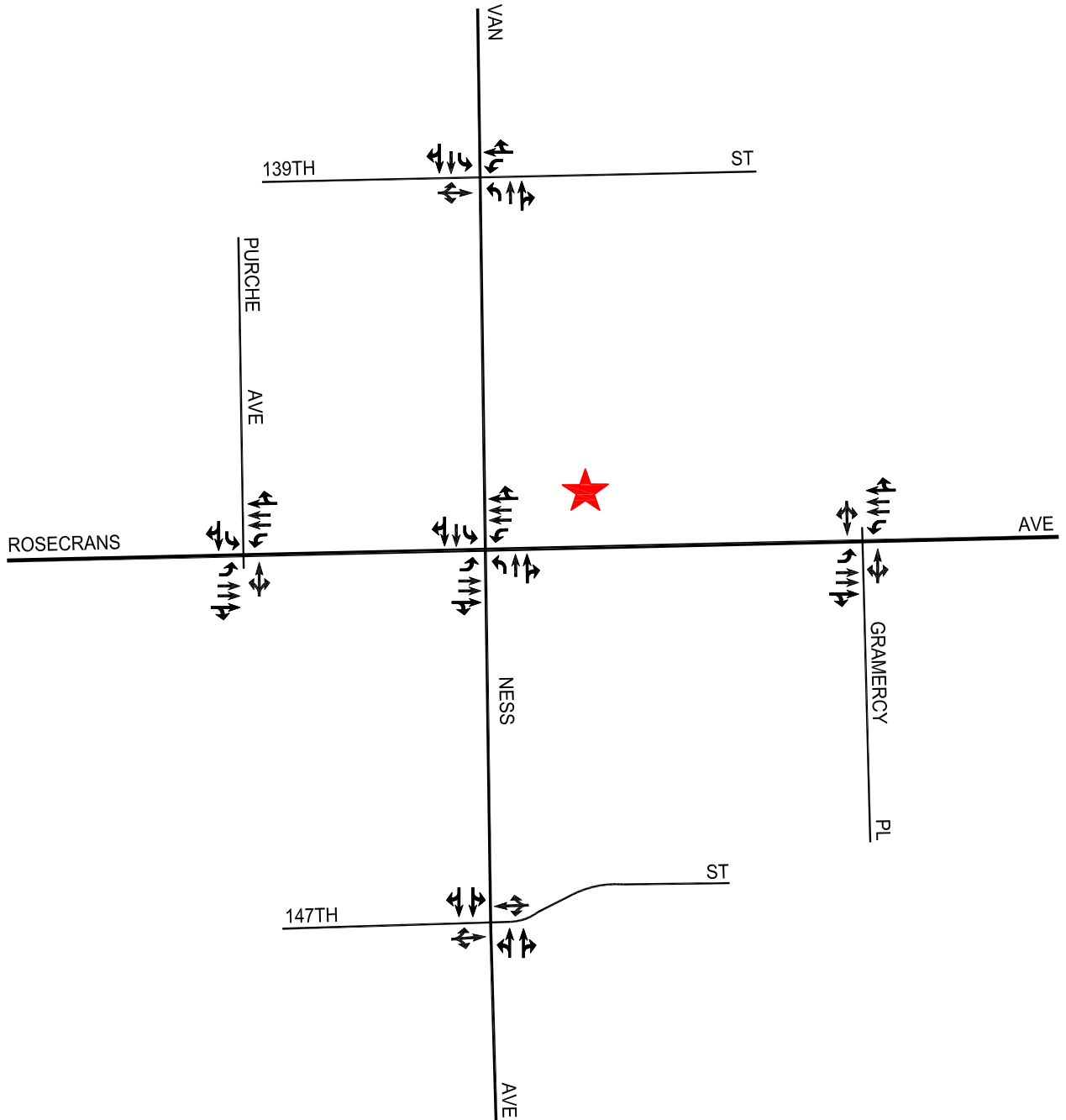
1. Purche Avenue/Rosecrans Avenue,
2. Van Ness Avenue/139th Street,

3. Van Ness Avenue/Rosecrans Avenue,
4. Van Ness Avenue/147th Street-146th Place, and
5. Gramercy Place/Rosecrans Avenue.

With Project Conditions

Proposed Project Trip Generation. Traffic volumes expected to be generated by the proposed Project were forecast for the weekday AM and PM peak hours and a 24-hour period for a typical weekday. Additionally, the Project trip generation forecasts were credited with the trip generation forecasts of the existing land uses that would be displaced.

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NOT TO SCALE



PROJECT SITE

Source: Transportation Impact Study: Rosecrans Place Mixed-Use Project

Kimley»Horn



Rosecrans Place Project
Initial Study/Mitigated Negative Declaration

Exhibit 4.17-1
Existing Street System

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Table 4.17-1: Project Trip Generation Forecast, provides the forecast of the Project’s net new vehicular trips and indicates the proposed Project is expected to generate a net increase of 30 vehicle trips (5 fewer inbound trips and 35 more outbound trips) during the AM peak hour and a net increase of 51 vehicle trips (40 more inbound trips and 11 more outbound trips) during the PM peak hour. Over a 24-hour period during a typical weekday, the proposed Project is forecast to generate a net increase of 548 ADT (274 inbound trips and 274 outbound trips).

TABLE 4.17-1: PROJECT TRIP GENERATION FORECAST									
LAND USE	ITE LAND USE CODE ¹	SIZE	DAILY TRIP ENDS VOLUMES ²	AM PEAK HOUR VOLUMES ²			PM PEAK HOUR VOLUMES ²		
				IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project									
Multi-Family Housing	221	57 DU	310	5	16	21	15	10	25
Single-Family Housing	210	41 DU	388	8	22	30	26	15	41
Live-Work (Dwelling Units)	221	15 DU	82	1	4	5	4	3	7
Live-Work (Workspace)	710	3,969 GSF	38	4	1	5	1	4	5
Subtotal Proposed Project			818	18	43	61	46	32	78
Existing Uses to be Removed ⁴		(42,400) GSF	(270)	(23)	(8)	(31)	(6)	(21)	(27)
NET NEW PROJECT TRIPS			548	(5)	35	30	40	11	51

¹ Source: ITE "Trip Generation Manual," 10th Edition, 2017.

² Trips are one-way traffic movements, entering or leaving.

³ The AM and PM peak hour trips are based on driveway counts conducted at the site in May 2019 by The Traffic Solution. The PM peak hour of trip generation is assumed to represent 10 percent (10%) of daily trips.

Project Trip Distribution and Assignment. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system. The Project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in **Exhibit 4.17-2: Project Trip Distribution**. The net new traffic volume assignments, which are presented in **Exhibit 4.17-3: Net New Project Traffic Volumes – Weekday AM Peak Hour**, and **Exhibit 4.17-4: Net New Project Traffic Volumes – Weekday PM Peak Hour**, reflect the traffic distribution characteristics shown in **Exhibit 4.17-2** and the Project traffic generation forecasts presented in **Table 4.17-1**.

Impact Analysis Methodology and Impact Criteria and Thresholds. The intersection analysis methodology and intersection impact criteria and thresholds are discussed in detail in **Appendix H2** Sections 8.1 and 8.2.

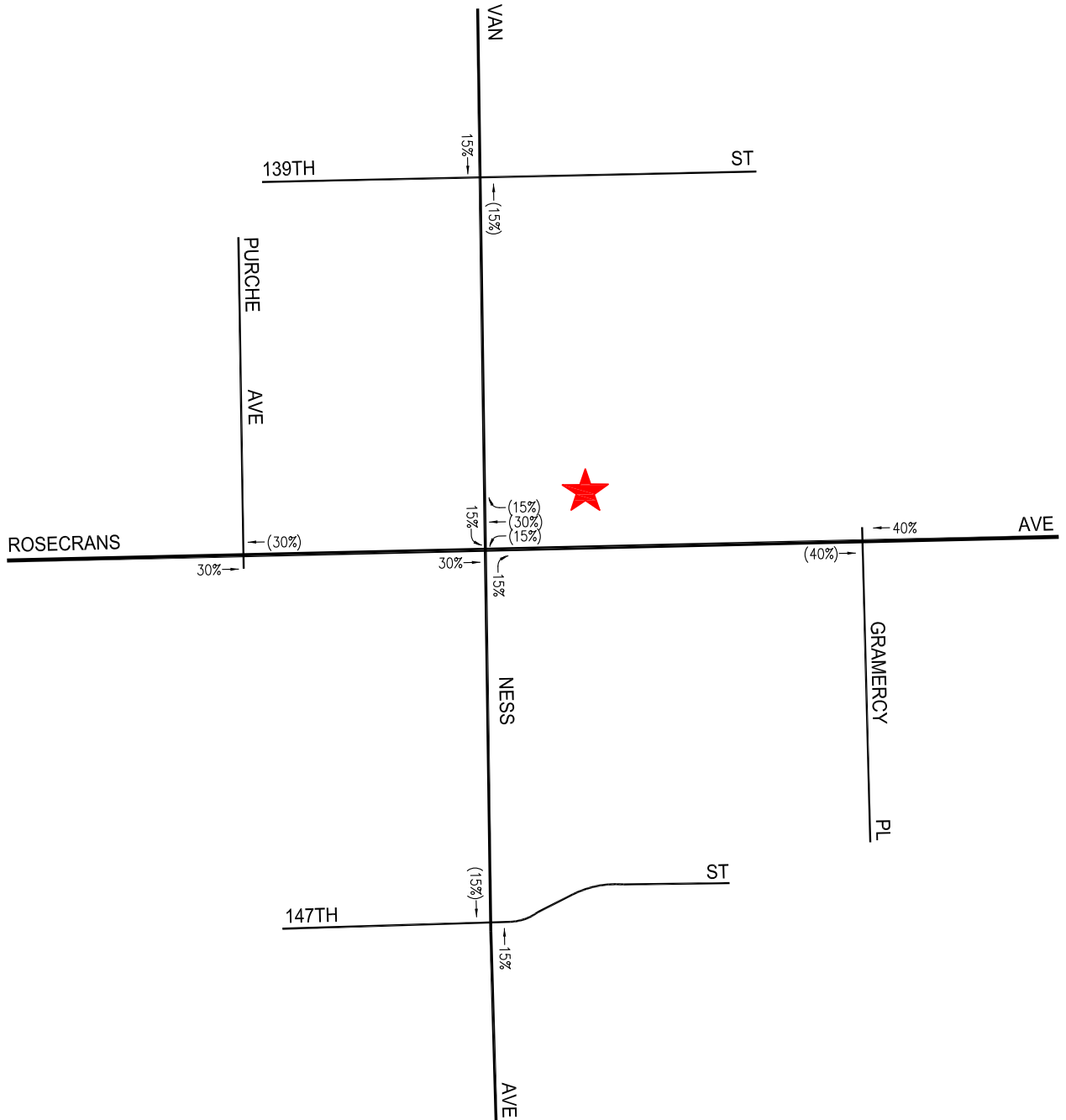
Impact Analysis. As indicated in **Table 4.17-2: Intersection Level of Service Summary**, with application of the study intersection threshold criteria, under both the “Existing With Project” and “Future With Project” scenarios, the proposed Project would result in a less than significant impact at the study area intersections. Incremental, but less than significant, impacts are noted

at the study intersections. Therefore, less than significant impacts would occur in this regard, and no mitigation is required.

TABLE 4.17-2: SUMMARY OF VOLUME RATIOS AND LEVELS OF SERVICE WEEKDAY AM AND PM PEAK HOURS

No.	Intersection	Peak Hour	[1]	[2]		[3]	[4]	
			Year 2019 Existing V/C Or Los Delay [A]	Year 2019 Existing W/ project V/C Or Los Delay [A]	Change Signif. V/C Or Impact Delay [B] [(2)-(1)]	Year 2022 Future Pre-Project V/C Or Los Delay [A]	Year 2022 Future W/ Project V/C Or Los Delay [A]	Change Signif. V/C Or Impact Delay [B] [(4)-(3)]
1	Purche Avenue / Rosecrans Avenue	AM	0.450 A	0.452 A	0.002 No	0.463 A	0.465 A	0.002 No
		PM	0.468 A	0.470 A	0.003 No	0.483 A	0.486 A	0.003 No
2	Van Ness Avenue / 139 th Street	AM	0.587 A	0.589 A	0.002 No	0.607 B	0.608 B	0.001 No
		PM	0.573 A	0.573 A	0.000 No	0.591 A	0.591 A	0.000 No
3	Van Ness Avenue / Rosecrans Avenue	AM	0.748 C	0.752 C	0.004 No	0.776 C	0.779 C	0.003 No
		PM	0.752 C	0.762 C	0.010 No	0.781 C	0.791 C	0.010 No
4	Van Ness Avenue / 147 th Street -146 th Place	AM	0.464 A	0.464 A	0.000 No	0.478 A	0.479 A	0.001 No
		PM	0.456 A	0.456 A	0.000 No	0.470 A	0.471 A	0.001 No
5	Gramercy Place / Rosecrans Avenue	AM	0.476 A	0.476 A	0.000 No	0.489 A	0.489 A	0.000 No
		PM	0.526 A	0.528 A	0.002 No	0.543 A	0.544 A	0.001 No
Notes:								
[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections.								
[b] According to the County of Los Angeles Department of Public Works' <i>Traffic Impact Analysis Report Guidelines</i> , January 1, 1997, Page 6; an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:								
<u>Level of Service</u>	<u>Pre-Project V/C</u>	<u>Project-Related Increase in V/C</u>						
C	>0.700 - 0.800	equal to or greater than 0.040						
D	>0.800 – 0.900	equal to or greater than 0.020						
E/F	>0.900	equal to or greater than 0.010						

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NOT TO SCALE



PROJECT SITE

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

Source: Transportation Impact Study: Rosecrans Place Mixed-Use Project

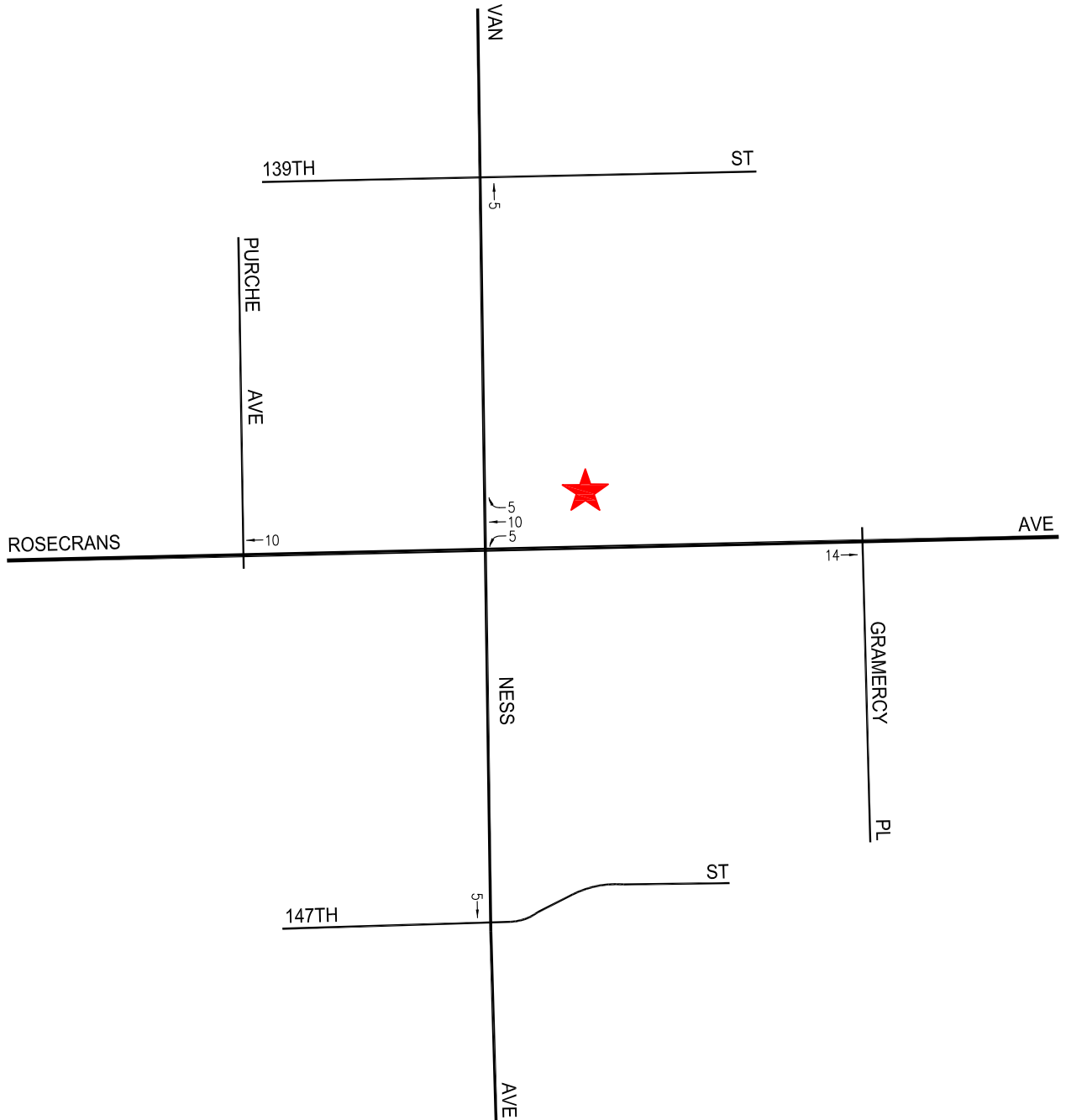
Kimley»Horn



Rosecrans Place Project
Initial Study/Mitigated Negative Declaration

Exhibit 4.17-2
Project Trip Distribution

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NOT TO SCALE



PROJECT SITE

Source: Transportation Impact Study: Rosecrans Place Mixed-Use Project

Kimley»Horn

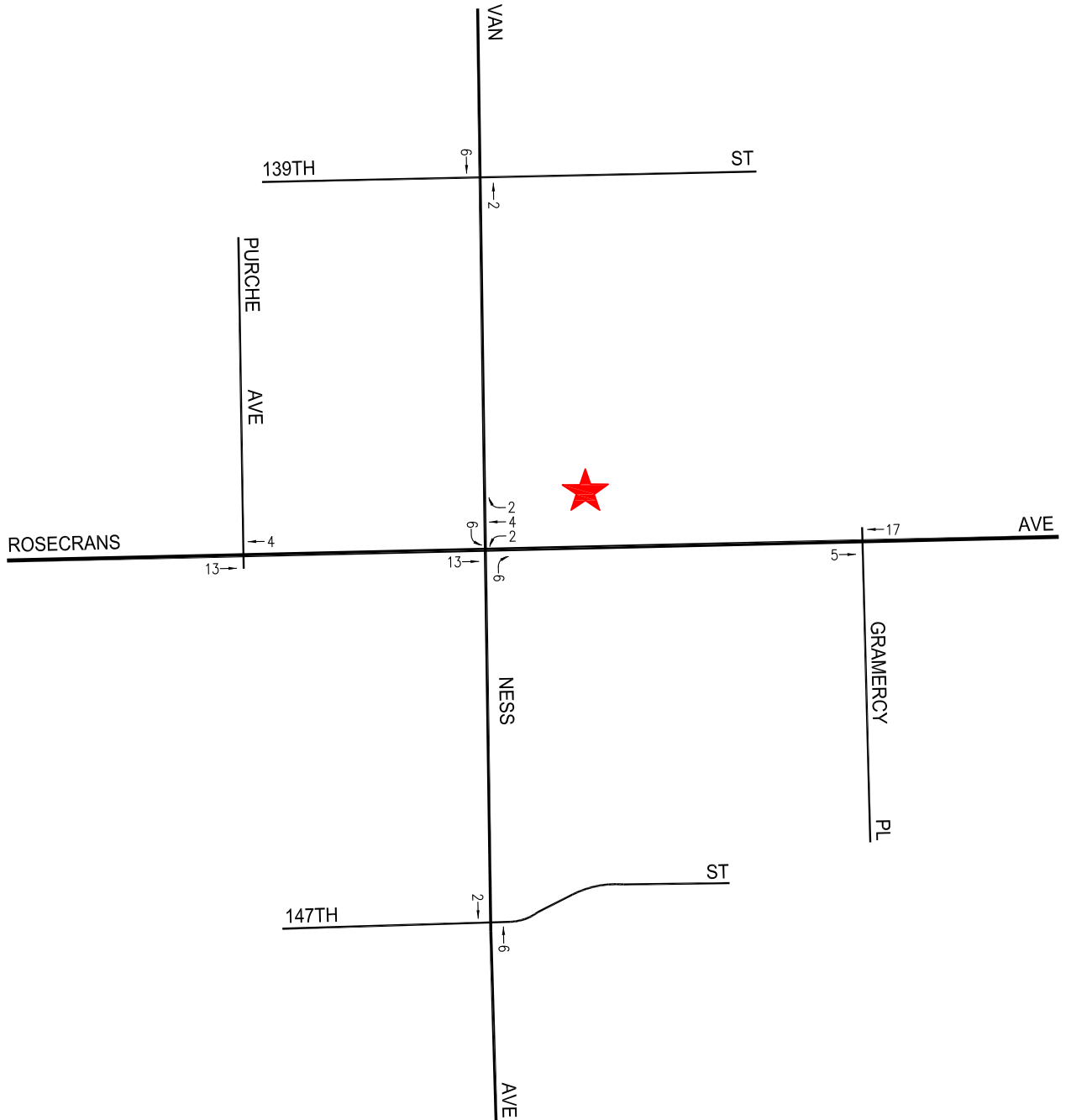


Rosecrans Place Project
Initial Study/Mitigated Negative Declaration

Exhibit 4.17-3

Net New Project Traffic Volumes - Weekday AM Peak Hour

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NOT TO SCALE



PROJECT SITE

Source: Transportation Impact Study: Rosecrans Place Mixed-Use Project

Kimley»Horn



Rosecrans Place Project
Initial Study/Mitigated Negative Declaration

Exhibit 4.17-4

Net New Project Traffic Volumes - Weekday PM Peak Hour

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Transit Facilities

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

- On the west side of Van Ness Avenue, north and south of Rosecrans Avenue, approximately 490 feet and 500 feet from the Project site, respectively; and
- On the south side of Rosecrans Avenue, east of Van Ness Avenue and west of Gramercy Place, approximately 440 feet and 580 feet from the Project site, respectively.
- Bus routes serving the Project area are described in **Table 4.17-3: Existing Transit Routes**; and depicted in **Appendix H1**, Figure 4-2: Existing Transit Routes.

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

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TABLE 4.17-3: EXISTING TRANSIT ROUTES

Route	Destinations	Roadway(s) Near Site	No. of Buses / Trains During Peak Hour		
			Direction	AM	PM
GTRAN Lin 1X	Redondo Beach to Downtown Los Angeles via Hawthorne, Torrance and Gardena	Van Ness Avenue, Marine Avenue	NB SB	2 2	2 2
GTRANS Lin 2	Gardena to Torrance via Carson	Western Avenue, 139 th Street, Rosecrans Avenue	NB SB	4 5	4 4
GTRANS Lin 4	Harbor Gateway to Hawthorne via Gardena and Torrance	Van Ness Avenue, 139 th Street, Rosecrans Avenue, 147 th Street	EB WB	1 1	1 2
Metro 125	El Segundo to Norwalk via Lawndale, Los Angeles, Compton and Downey	Purche Avenue, Van Ness Avenue, Gramercy Place, Rosecrans Avenue	EB WB	3 4	3 3
Metro 209	Athens to Wilshire Center via Hawthorne, Hyde Park and Jefferson Park	Van Ness Avenue, 135 th Street	NB SB	2 2	1 1
Metro 210/710	Redondo Beach to Hollywood via Torrance, Hawthorne, Inglewood, Jefferson Park and Koreatown	Crenshaw Boulevard, 139 th Street, Rosecrans Avenue, 147 th Street	NB SB	9 7	7 8
Metro Green Line	Norwalk to Redondo Beach via Downey, Lynwood, Willowbrook, Los Angeles, Hawthorne and El Segundo	Crenshaw Boulevard	EB WB	10 10	10 10
Torrance Transit 2	Torrance and Gardena	Crenshaw Boulevard, 139 th Street, Rosecrans Avenue, 147 th Street	NB SB	1 1	1 1
Torrance Transit 5	Torrance and Gardena	Van Ness Avenue, 139 th Street, Rosecrans Avenue, 147 th Street	NB SB	1 1	1 1
Torrance Transit 10	Torrance and Gardena	Crenshaw Boulevard, 139 th Street, Rosecrans Avenue, 147 th Street	NB SB	2 2	2 2
Total				70	60
[1] Sources: City of Gardena (GTRANS), Los Angeles County Metropolitan Transportation Authority (Metro) and City of Torrance (Torrance Transit) websites, 2020.					

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Bicycle Facilities

The Circulation Element classifies Van Ness Avenue (located west of the Project site) as a Class III bike route,⁷¹ which are identified by signage along the street that denotes “BIKE ROUTE” (although there is no bike route signage along Van Ness Avenue in the Project vicinity). The Project’s population growth would incrementally increase the usage of this bike route and others throughout the City. However, given its nature and scope, the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

Pedestrian Facilities

A sidewalk is provided along the Project site’s Rosecrans Avenue frontage. The Project would not interfere with use of this sidewalk. The Project would provide pedestrian access via the primary entrance proposed on Rosecrans Avenue. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

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

Less Than Significant Impact. State CEQA Guidelines §15064.3 codifies the change from Level of Service to VMT as a metric for transportation impact analysis. Pursuant to Senate Bill (SB) 743, VMT analysis is the primary method for determining CEQA impacts. Jurisdictions are not required to adopt VMT as a significant impact determination until July 1, 2020; however, they may move forward with establishing VMT thresholds ahead of the deadline.

The State of California Office of Planning and Research (OPR) has developed “screening thresholds” to quickly identify when a project should be expected to cause a less than significant impact without conducting a detailed study.⁷² Thus, lead agencies may screen out VMT impacts using project size, whether a project site is in a low VMT area, and whether a project is in a high quality transit area (“HQT”).

The full set of screening criteria are summarized in **Table 4.17-4: VMT Screening Options for Land Use Projects**.

⁷¹ City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006. Figure CI-41: Bikeways*. Gardena, CA: City of Gardena.

⁷² State of California Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

TABLE 4.17-4: VMT SCREENING OPTIONS FOR LAND USE PROJECTS	
Screening Category	Screening Criteria
Project Type Screening	Presumed less than significant impact for local serving retail projects (defined as less than 50,000 SF 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 Priority Area (TPA) Screening	Presumed less than significant VMT impact for projects located in high- quality transit areas and does not have the following characteristics: <ul style="list-style-type: none"> Floor Area Ratio (FAR) < 0.75 (for commercial projects only) 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
Source: Fehr & Peers, Draft SB 743 Transportation Analysis Updates, February 2020.	

The City has contracted with Fehr & Peers to provide a SB 743 Analysis and draft guidelines and thresholds (SB 743 Analysis) for the City based on OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) (December 2018). Although the draft is not final, Fehr & Peers has created maps showing Low VMT Area Screening and Transit Priority Area Screening. Additionally, the SB 743 Analysis identified various projects approved or being considered by the City, including the proposed Project, as "pilot projects" to outline the anticipated VMT analysis process. As described above, the Project proposes 113 three-story DU.

Project Type Screening. The Project's proposed residential use would generate approximately 780 ADT (see **Table 4.17-1**), which would exceed the 110 daily trip screening threshold. As such, the Project's residential use was not screened under this criterion from conducting further VMT analysis. The Project's proposed live-work commercial use (3,949 SF) would total less than 50,000 SF. As such, the Project's proposed live-work commercial use is screened from further VMT analysis resulting in a less than significant transportation impact concerning VMT.

Low VMT Area Screening. SB 743 Analysis Figure 1 illustrates the City's low VMT areas 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 percent lower than the regional average. The proposed Project is in a low VMT area; as such, the Project's proposed residential use is screened from further VMT analysis.

High-Quality Transit Area (HQTa) Screening. SB 743 Analysis Figure 3 illustrates the City's areas that qualify as high-quality transit. The proposed Project is in a HQTa; as such, the Project's proposed residential use is screened from further VMT analysis.

Based on Low VMT and HQTa screening, the Project's proposed live-work commercial use would result in a less than significant transportation impact concerning VMT.

Therefore, the Project would not conflict with State CEQA Guidelines §15064.3(b). A less than significant impact would occur in this regard, and no mitigation is required.

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

Less Than Significant With Mitigation Incorporated. Full vehicular access (i.e., left-turn and right-turn ingress/egress turning movements) is currently provided at the existing Project site driveways located along the south side of Rosecrans Avenue; see also **Appendix H1** Section 3.1.

To accommodate full vehicular access for the proposed Project and maintain existing ingress/egress movements for those driveways located along the south side of Rosecrans Avenue, it is recommended that the existing raised median located on Rosecrans Avenue (directly in front of the Project site) be removed and replaced with two-way left-turn lane striping. In addition, it is recommended that the existing eastbound left-turn pocket (which provides exclusive access to the existing Project site) be removed as this driveway would be closed as part of the proposed Project. The existing raised median in this area would be modified accordingly to accommodate the left-turn pocket removal. With the recommended Rosecrans Avenue median and striping modifications (see **MM TR-1**), full vehicular access would be provided in the immediate Project vicinity for Project residents, patrons, and nearby businesses. In addition, it is recommended that appropriate sight distances be provided at the proposed Project site driveways to minimize potential pedestrian/vehicle conflicts along the adjacent public sidewalk. Any proposed landscaping near the Project driveways would be required to be less than 36 inches in height to avoid obstructing the Rosecrans Avenue motorists' line of sight in accordance with City requirements.

The proposed Project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. With mitigation incorporated, the Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature. The Project is compatible with the surrounding land uses. All on-site and site-adjacent improvements, including **MM TR-1**, traffic signing and striping, and Project driveways, would be constructed as approved by the City of Gardena Park Public Works Department. Sight distance at Project access points would also be subject to compliance with applicable GMC/California Department of Transportation sight distance standards. Therefore, with mitigation incorporated, the Project would not increase hazards due to a geometric design feature or incompatible uses. With mitigation, a less than significant impact would occur in this regard.

Mitigation Measures

MM TR-1 Transportation Design Features. Prior to Building Permit issuance and to the satisfaction of the City of Gardena Public Works Department:

- The existing raised median located on Rosecrans Avenue (directly in front of the Project site) shall be removed and replaced with two-way left-turn lane striping.

- The existing eastbound left-turn pocket (which provides exclusive access to the existing Project site) shall be removed as this driveway would be closed as part of the proposed Project. The existing raised median in this area would be modified accordingly to accommodate the left-turn pocket removal.
- Appropriate sight distances shall be provided at the proposed Project site driveways to minimize potential pedestrian and vehicle conflicts along the adjacent public sidewalk. Any proposed landscaping near the Project driveways shall be less than 36 inches in height to avoid obstructing the Rosecrans Avenue motorists' line of sight in accordance with City requirements.

4.17d Would the project result in inadequate emergency access?

Less Than Significant Impact. Primary vehicular access to the Project site is proposed via a two-way driveway at the southern boundary at Rosecrans Avenue. Vehicular metal sliding gates designed to meet LACFD standards and a visitor kiosk or pilaster (with telephone keypad) are proposed at the main entry. A secondary or emergency vehicle access equipped with a LACFD Knox box is proposed at the Project site's southeastern corner at Rosecrans Avenue. Pedestrian access is proposed via the primary entrance on Rosecrans Avenue. The LACFD Fire Prevention Division has reviewed the Project and specified access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the Project site; see Response 4.15a. Following compliance with LACFD access requirements, adequate emergency access to the Project site would be provided. Impacts would be less than significant in this regard, and no mitigation is required.

4.18 Tribal Cultural Resources

This Section is based on Assembly Bill 52 (AB 52) communications initiated by the City; see **Appendix B2: Assembly Bill 52 Communications**.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		
Source: Kimley-Horn & Associates				

Impact Analysis

4.18ai Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or

4.18aaii Cause a substantial adverse change in the significance of a tribal cultural resource- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant With Mitigation Incorporated.

Assembly Bill 52

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

Native American groups may have knowledge about the area's cultural resources and may have concerns about a development's adverse effects on tribal cultural resources, as defined in PRC §21074. The tribe noted below requested to be notified of projects proposed within the City. The City provided formal notification to the designated contact/tribal representative that requested notice. Correspondence to and from tribal representatives is included as **Appendix B2**.

AB 52 Native American Group Contacted:

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

The City initiated consultation with the Gabrieleno Band of Mission Indians-Kizh Nation pursuant to AB 52. The City engaged with the Gabrieleno Band of Mission Indians-Kizh Nation in consultation on the Project on March 5, 2020. The March 27, 2020 Gabrieleno Band of Mission Indians-Kizh Nation response identified the mitigation measures (i.e., MMs TCR-1 and TCR-2) required to mitigate potential impacts to as-yet undiscovered tribal cultural resources. MMs TCR-1 and TCR-2 detail the appropriate steps in the event of accidental discovery of cultural resources during ground-disturbing activities. Following compliance with MMs TCR-1 and TCR-2, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. With mitigation, a less than significant would occur in this regard.

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

Mitigation Measures

MM TCR-1 Retain a Native American Monitor/Consultant: Prior to any ground disturbance, the Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the NAHC's Tribal Contact list for the Project area. This list is provided by the NAHC. The monitor/consultant shall only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño

Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

MM TCR-2 Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any archaeological resources, upon discovery of any tribal cultural or archaeological resources, construction activities shall cease in the find's immediate vicinity until the find can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (State CEQA Guidelines §15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines §15064.5(f) for historical resources.

Public Resources Code §§21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

4.19 Utilities and Service Systems

This Section is based on various *Will Serve Letters*, which are included in **Appendix I: Will Serve Letters**.

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects? i. Water, ii. Wastewater, iii. Wastewater Treatment (see Response 4.19.c below), iv. Stormwater Drainage, v. Electric Power, Natural Gas, and Telecommunications.			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
Source: Kimley-Horn & Associates				

Impact Analysis

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

i. *Water,*

Less Than Significant Impact. See Response 4.19b below.

ii. *Wastewater,*

iii. *Wastewater Treatment,*

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

iv. *Stormwater Drainage,*

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

i. *Electric Power, Natural Gas, and Telecommunications.*

Less Than Significant Impact. Electrical power is provided by SCE and natural gas is provided by SoCalGas. Telecommunications are provided by various companies. SCE, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the Project area, which currently serves the Project site. Refer to Responses 4.6a and 4.6b for further discussions concerning electricity and natural gas usage. The Project's anticipated electricity demand would be approximately 678,897 kWh per year. The Project's anticipated natural gas demand would be approximately 1,830,807 cf per year. The Project proposes to connect to existing electrical, natural gas, and telecommunications infrastructure, and no off-site improvements are proposed. The environmental effects associated with the necessary on-site electrical, natural gas, and telecommunications improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the electric power, natural gas, and telecommunications improvements' environmental effects would be less than significant, following compliance with the established regulatory framework.

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

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

The GGP designates the Project site General Commercial with a MUO. The General Commercial designation provides for a wide range of larger-scale commercial uses to serve both the needs of the City and the region. The MUO designation permits residential development on selected areas designated for commercial and industrial land uses. As discussed in detail in Response 4.3a, the Project proposes residential and commercial land uses, which would be below the General Commercial with a MUO designations' maximum allowable intensity/density, with fewer DU (approximately 31 percent less population) and less commercial floor area. The Project's proposed land uses would be consistent with/less than allowed under the GGP's land use designations, which are the basis for the UWMP. Therefore, the Project's forecast population growth and water demand would be consistent with the UWMP's assumptions for the Project site. Further, GSWC has analyzed the proposed Project to determine if sufficient water supplies are available to serve the Project from existing entitlements and resources. GSWC has confirmed water service would be available to the Project site from GSWC's Southwest District water system, and service could be provided from their existing water facilities within Rosecrans Avenue.⁷³ Thus, GSWC would have adequate water supplies from existing entitlements. Project impacts concerning water demand would be less than significant, and no mitigation is required. Further, GSWC provides conservation programs along with incentives to conserve water in the City. Although the GSWC service area population is expected to increase, the overall baseline potable demand in AFY is expected to decrease due to further water use efficiency and recycled water programs.⁷⁴

The Project proposes on-site water improvements and one connection (at the site's primary entrance) to an existing 18-inch water main in Rosecrans Avenue. No off-site water improvements are proposed. The environmental effects associated with the proposed water improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the water improvements' environmental effects would be less than significant, following compliance with the established regulatory framework.

4.19c Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

Less Than Significant Impact.

Wastewater Generation and Infrastructure

The Project site is within the jurisdictional boundaries of Sanitation Districts of Los Angeles County Sanitation District No. 5 (LACSD). The Project's wastewater would discharge to the local sewer line for conveyance to a LACSD's trunk sewer. Access to the LACSD sanitary sewer system would be provided with connection to a local sewer line, which is maintained by the City, for conveyance to the District's East Rosecrans Avenue Trunk Sewer Section 1, located in Rosecrans Avenue east of Van Ness Avenue. The LACSD's 18-inch diameter trunk sewer has a capacity of 2.5

⁷³ J. Zhao, P.E., PhD., Personal Communication - *Will Serve Letter*, September 20, 2019.

⁷⁴ Golden State Water Company. (2016). *2015 Urban Water Management Plan – Southwest*. Rancho Cordova, CA: Kennedy/Jenks Consultants.

million gallons per day (mgd) and conveyed a peak flow of 0.1 mgd when last measured in 2017. The Project's wastewater flow is estimated at approximately 22,825 gpd, which would increase the overall downstream system by approximately 0.009 percent.

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

The Project proposes on-site wastewater improvements and one connection to an existing 18-inch line within Rosecrans Avenue, south of the Project. No off-site wastewater improvements are proposed or required. The environmental effects associated with the proposed wastewater improvements are analyzed throughout this Initial Study. As concluded in this Initial Study, the wastewater improvements' environmental effects would be less than significant, following compliance with the established regulatory framework.

Wastewater Treatment

The wastewater generated by the proposed Project would be treated at LACSD's Joint Water Pollution Control Plant located in the City of Carson. The Plant has a capacity of 400 mgd and currently produces an average recycled water flow of 261.1 mgd. The Project would generate 0.03 cfs (22,825 gpd) of wastewater.⁷⁵ The HSC empowers the LACSD to charge a fee for the privilege of connecting to the LACSD's Sewage System for increasing the strength or quantity of wastewater discharged from connected facilities. The fee payment would be required before a permit to connect to the sewer is issued. Additionally, the Project would not require or result in the construction of new water treatment facilities or expansion of existing facilities.

4.19d Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

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

The Project proposes to remove all existing on-site structures and surface parking lot and in their place construct a mixed-use development consisting of 113 DU, including 15 live-work units with 3,949 SF of work space. State law requires a 65 percent diversion rate for construction and demolition (C&D) projects. The Gardena City Council adopted Ordinance No. 1797 to comply with State law. Each C&D project for which a Building/Demolition Permit is applied for and approved

⁷⁵ County of Los Angeles. 2019. Will Serve Letter for Rosecrans and Van Ness Residential Project

must achieve the waste diversion performance standard or show a good faith effort to achieve that standard. Thus, the Project would be subject to compliance with Ordinance No. 1797, which would achieve compliance with State law.

Project implementation would increase solid waste disposal demands over existing conditions. Chiquita Canyon Sanitary Landfill is located at 29201 Henry Mayo Drive, Castaic, and its maximum permitted throughput is 6,000 tons per day (TPD). The facility's remaining capacity is approximately 8.6 million CY and maximum capacity is approximately 63.9 million CY, respectively.⁷⁶ Thus, the Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, the Project's solid waste disposal needs could be accommodated at one or a combination of the disposal facilities discussed above. Operational activities would be subject to compliance with all applicable federal, State, and local statutes and regulations for solid waste, including those identified under CALGreen and AB 939. In 2018, all projects subject to the City's diversion program met or exceeded the 65 percent requirement. The Project would result in less than significant impacts concerning solid waste, and no mitigation is required.

⁷⁶ California Department of Resources Recycling and Recovery (CALRecycle). (2018). *Solid Waste Information System (SWIS)* Chiquita Canyon Sanitary Landfill (19-AA-0052). Retrieved from <https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0052/>.

4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
Source: Kimley-Horn & Associates				

Impact Analysis

4.20a Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to CalFire Fire Hazard Severity Zone Map for the City, the Project site is not within a State Responsibility Area. The Project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) within a local responsibility area.⁷⁷ Project design and site access would adhere to LACFD regulations and designs. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access, and no impact would occur.

4.20b Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

⁷⁷ CalFire. (November 2007). *Los Angeles County FHSZ Map*. Retrieved from <https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf>

No Impact. As discussed above, the Project is not within an area classified as VHFHSZ. Therefore, no impacts would occur.

4.20c Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

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

4.20d Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

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

4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	
Source: Kimley-Horn & Associates				

Impact Analysis

4.21a Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

As concluded in **Section 4.4**, the Project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a

plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

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

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

4.21b Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The proposed Project would result in significant impacts unless mitigated for the following environmental issues: biological resources, cultural resources, transportation, and tribal cultural resources. The impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. A Mitigation Program has been prepared for each of these environmental issue areas to reduce impacts to less than significant. The City would also impose COAs on the Project. Other development projects within the City would also be subject to these requirements, as applicable.

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

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

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

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Rosecrans Place Project – Revised Site Plan Mitigation Monitoring and Reporting Program

July 2020

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PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

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

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

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

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

- **Definition of Mitigation.** The Mitigation Measure contain the criteria for mitigation, either in the form of adherence to certain adopted regulations or identification of the steps to be taken in mitigation.
- **Responsible Party or Designated Representative.** Unless otherwise indicated, an applicant would be the responsible party for implementing the mitigation, and the City of Gardena or designated representative is responsible for monitoring the performance and implementation of the mitigation measures. To guarantee that the mitigation will not be inadvertently overlooked, a supervising public official acting as the Designated Representative is the official who grants the

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

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

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

ROSECRANS PLACE PROJECT – REVISED SITE PLAN

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
BIOLOGICAL RESOURCES					
MM – BIO-1: Nesting Migratory Birds. During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.	Pre-Construction (if grubbing, brushing, or tree removal occurs within nesting season (September 2 – March 14))	Pre-Construction Nesting Bird Survey	Community Development Manager		
	Pre-Construction (if active nests are found during nesting season (September 2 – March 14))	Nesting Bird Plan	Community Development Manager		
TRANSPORTATION					
MM – TR-1: Transportation Design Features. Prior to Building Permit issuance and to the satisfaction of the City of Gardena Public Works Department: <ul style="list-style-type: none">The existing raised median located on Rosecrans Avenue (directly in front of the Project site) shall be removed and replaced with two-way left-turn lane striping.The existing eastbound left-turn pocket (which provides exclusive access to the existing Project site) shall be removed as this driveway would be closed as part of the proposed Project. The existing raised median in this area would be modified accordingly to accommodate the left-turn pocket removal.	Prior to Building Permit Issuance	Remove Raised Median and Replace with Two-Way Left Turn Lane Striping Remove Existing Eastbound Left-Turn Pocket	City of Gardena Public Works Department		

MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
<ul style="list-style-type: none"> Appropriate sight distances shall be provided at the proposed Project site driveways to minimize potential pedestrian and vehicle conflicts along the adjacent public sidewalk. Any proposed landscaping near the Project driveways shall be less than 36 inches in height to avoid obstructing the Rosecrans Avenue motorists' line of sight in accordance with City requirements. 		Modify Left-Turn Pocket Provide Appropriate Sight Distances Verify Landscaping Height			
TRIBAL CULTURAL RESOURCES					
MM – TCR-1: Retain a Native American Monitor/Consultant: Prior to any ground disturbance, the Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the NAHC's Tribal Contact list for the Project area. This list is provided by the NAHC. The Monitor/Consultant shall only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Prior to any Ground Disturbance During Construction Phases Involving Ground-Disturbing Activities (i.e., pavement removal, Pot-Holing/ Auguring, Grubbing, Tree Removals, Boring, Grading, Excavation, Drilling, and Trenching)	Tribal Monitor/ Consultant Agreement Construction Site Monitoring & Completion of Daily Monitoring Logs	Community Development Manager		
MM - TCR-2: Unanticipated Discovery of Tribal Cultural and Archaeological Resources: Upon discovery of any tribal cultural or archaeological resources, construction activities shall cease in the find's immediate vicinity until the find	During Construction, If Unanticipated	Tribal Cultural & Archaeological	Archaeologist / Approved		

MITIGATION MEASURES (MMS)	IMPLEMENTATION TIMING	MONITORING/ REPORTING METHODS	RESPONSIBLE FOR APPROVAL/ MONITORING	VERIFICATION	
				DATE	INITIALS
<p>can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (State CEQA Guidelines §15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines §15064.5(f) for historical resources.</p> <p>Public Resources Code §§21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non- profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.</p>	Discovery of Tribal Cultural and Archaeological Resources Occurs	Resource Evaluation	Tribal Monitor / Consultant		



MEMORANDUM

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

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

Date: July 30, 2020

Subject: Rosecrans Place – Revised Site Plan (Project)
Initial Study/Mitigated Negative Declaration
Responses to Comments Raised During Public Review

1.0 INTRODUCTION

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

The IS/MND and supporting documentation were made available for public review pursuant to State CEQA Guidelines §15070. The public review period began on July 2, 2020 and ended on July 21, 2020. The IS/MND and supporting documentation were made available for public review at the following locations:

- City of Gardena Website: <https://www.cityofgardena.org/pending-projects/>,
- City of Gardena Community Development Department, 1700 West 162nd Street Gardena, CA 90247.

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

Letter No / Author / Date

1. Adriana Raza, Customer Service Specialist, Sanitation Districts of Los Angeles County, Facilities Planning Department. July 21, 2020.
2. Bernard Lax, Chief Executive Officer, Pulp Studio. July 28, 2020.
3. Ronald M. Durbin, Chief; County of Los Angeles Fire Department, July 23, 2020.

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

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

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

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

2.0 RESPONSES TO COMMENTS

RESPONSE TO COMMENT LETTER 1

Adriana Raza, Customer Service Specialist

Sanitation Districts of Los Angeles County, Facilities Planning Department

July 21, 2020

- 1-1 This comment introduces the Sanitation Districts of Los Angeles County's (LACSD) response to the Project's Notice of Intent. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.
- 1-2 This comment provides correction regarding the Project's wastewater generation. To correct the error, IS/MND Page 142 is revised as follows:

Access to the LACSD sanitary sewer system would be provided with connection to a local sewer line, which is maintained by the City, for conveyance to the District's East Rosecrans Avenue Trunk Sewer Section 1, located in Rosecrans Avenue east of Van Ness Avenue. The LACSD's 18-inch diameter trunk sewer has a capacity of 2.5 million gallons per day (mgd) and conveyed a peak flow of 0.1 mgd when last measured in 2017. The Project's wastewater flow is estimated at approximately 21,825 gpd. Based on LACSD's average wastewater generation factors, the expected increase in average wastewater flow from the Project site is 21,137 gpd, after the structures on the Project site are removed. Which This would increase the overall downstream flow by approximately 0.009 percent.

To correct the error, IS/MND Page 143 is revised as follows:

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

mgd. The Project would generate an increase of 0.03 cfs (22,825–21,137 gpd) wastewater.⁷⁵

- 1-3 This comment states that all other information in the IS/MND concerning LACSD's facilities and service is correct and provides contact information for the comment author. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.

⁷⁵ ~~County of Los Angeles. 2019. Will Serve Letter for Rosecrans and Van Ness Residential Project~~ Sanitation Districts of Los Angeles County. 2020. NOI Response to Rosecrans Place Project – Revised Site Plan.

RESPONSE TO COMMENT LETTER 2

Bernard Lax, Chief Executive Officer

Pulp Studio

July 28, 2020

- 2-1 This comment introduces the owners of Lot 34 (Dan and Simone Ginsberg) and 35 (B&L Lax Family Trust) responses to the Project's Notice of Intent. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary
- 2-2 This comment outlines the concerns of the property owner at Lot 34 (Dan and Simone Ginsberg) as presented by their neighbor Bernard Lax, owner of Lot 35. The property owner is concerned that there may be some soil contamination on the north side of the property that was assumed came from the automotive operations that existed on the site prior to demolition. The owners of Lot 34 have been concerned about contamination that may have leached onto their property along the common property line.

The Department of Toxic Substances Control (DTSC) has reviewed, approved, and made public, their findings regarding this matter. The IS/MND summarizes relevant findings presented below for soils, soil vapor, and groundwater.

Hazards and Hazardous Materials: The Project site's soils are evaluated in IS/MND **Section 4.9**, pages 66-74.

Ramboll and other consultants have conducted several onsite subsurface investigations. The subsurface investigations have revealed the presence of elevated polychlorinated biphenyls (PCBs), metals, and total petroleum hydrocarbons (TPH) in shallow soil (primarily shallower than 5.0 feet below ground surface (bgs)) at concentrations exceeding applicable United States Environmental Protection Agency/Department of Toxic Substances Control (USEPA/DTSC) commercial screening levels. The presence of PCB-, metal-, and TPH-impacted soil at the site is attributed to the historical activities associated with automobile storage and automobile/metal salvage. The general site-wide and shallow distribution of PCB-, metal- and TPH-impacted soil at the site is consistent with sporadic and incidental releases over time and not with defined large episodic spills or ongoing leaks. Much of the site's shallow impacted soil is not associated with a specific source or sources but is consistent with the locations of the salvage operations' historical footprint. The DTSC-approved clean-up mitigation for shallow soils at the Project site is excavation

- with off-site disposal. The maximum anticipated excavation depth, based on sampling data collected to date, is approximately 5.0 feet bgs. Impacted soils identified as exceeding screening levels would be segregated, managed in temporarily stockpiles with appropriate cover, profiled, and transported to a licensed disposal facility. The proposed clean-up mitigation is presented in the Final Response Plan, which was approved by DTSC on May 19, 2020. The Final Response Plan describes in detail the site investigations, results, and proposed activities to address soil contamination and soil vapor mitigation. The Final Response Plan activities would be implemented such that they minimize impacts to human health and the environment. DTSC concluded the proposed Response Plan activities would not have a significant negative effect on human health and the environment. Additionally, the EPA reviewed the Final Response Plan and approved the specified remediation methods. Prior to Grading Permit issuance, the DTSC-approved Final Response Plan would address soil contamination and soil vapor hazards. Additionally, DTSC made the necessary notifications and the work has been completed to DTSC's satisfaction.
- 2-3 This comment outlines the concerns of the property owners of Lot 35 and their neighbors (Lot 34), as presented by Lot 35 owner. The property owners are concerned that Project implementation would result in adverse effects concerning noise levels and security. Although not explicit in the comment, it is assumed the noise level comment is concerning the existing Lots 34 and 35 land uses (i.e., industrial) noise impacts on the proposed Project. Additionally, it is assumed the security comment is concerning the proposed Project's impacts on Lots 34 and 35.

Noise Levels. The Project's potential noise impacts are evaluated in IS/MND **Section 4.13**, pages 90-105.

Agencies subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. As concluded in IS/MND page 102, the Project proposes to replace the existing commercial uses with a mixed-use development consisting of 113 DU, including 15 live-work units with 3,949 SF of workspace. Thus, the operational noise (stationary and traffic) associated with the existing commercial, automotive repair, and taxi service uses would cease and would be replaced with operational noise typical of residential and commercial uses. The Project's major noise sources are stationary noise sources and mobile noise sources (i.e., off-site vehicular traffic). Further, in compliance with GMC requirements, an 8.0-foot solid block wall is proposed on all site

perimeters, except Rosecrans Avenue. The proposed wall would serve as a noise barrier, which are generally effective in mitigating noise if they break the line-of-sight between the source and receiver. Barriers may provide a 6 to 10 dB reduction in noise levels while only being 3 to 4 feet tall, depending on distance between source and receiver. As the proposed Project would replace the existing land uses with less noise-intensive residential uses (i.e., along the northern site boundary), the Project would not exacerbate existing noise conditions, thus, analysis of the potential impact of such noise on future residents is not required.

Security. Concerning the security comment, this is not a CEQA issue; therefore, no further analysis is necessary.

RESPONSE TO COMMENT LETTER 3

Ronald M. Durbin, Chief
County of Los Angeles Fire Department
July 23, 2020

- 3-1 This comment introduces the Los Angeles County Fire Department (LACFD) response to the Project's Notice of Intent. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.
- 3-2 Planning Division: The Planning Division has no comment and provides contact information. As such, no further response is necessary.
- 3-3 Land Development Unit: This comment states that Tentative Map 82667 satisfied requirements and provides contact information. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.
- 3-4 Forestry Division – Other Environmental Concerns: This comment addresses the statutory responsibilities of the Forestry Division and provides contact information. This comment does not address the IS/MND's adequacy or raise a significant environmental issue. As such, no further response is necessary.
- 3-5 Health Hazardous Materials Division: This comment advises that the soil at the project site is contaminated, addresses the agency currently overseeing the assessment and clean-up of the soil, and provides contact information. Please see Response 2-2 concerning onsite soil contamination.

STAFF NOTE TO FILE

Re: Request for a Fence Variance

July 17, 2020

- 4-1 The Applicant has requested a Variance for two fence sections along Rosecrans Avenue. The GMC requires a 5.0 foot strip of landscaping to be placed in front of any fences along front setbacks. The request is to allow the fence to be situated at the back of the curb. The proximity to other commercial/industrial uses were potential concerns considered when addressing this section of the site.

It is noted, this proposed Variance does not constitute “significant new information” pursuant to State CEQA Guidelines §15088.5. It does not involve changes in the Project or environmental setting, or significant additional data. The Variance would not result in any new or substantially greater environmental impact, as compared to those identified in the IS/MND. Moreover, the Variance does not affect the IS/MND’s overall conclusions.

To add the requested Variance, IS/MND Page 1 is revised as follows:

The Project includes 3,949 square feet (SF) of workspace within the live-work units, and 295 parking spaces. The requested entitlements include a Vesting Tentative Tract Map, Variance, and Site Plan Review.

To add the requested Variance, IS/MND Page 15 is revised as follows:

The Project proposes to remove all existing on-site improvements, including the commercial and automotive repair buildings, associated surface parking lot, and storage (approximately 42,400 SF). The requested entitlements include a Vesting Tentative Tract Map, Variance, and Site Plan Review.

To add the requested Variance, IS/MND Page 20 is revised as follows:

The Project requests approval of the following entitlements:

- Vesting Tentative Tract Map (VTTM) #82667 to create one 5.47-acre lot for residential condominium purposes; Variance for two fence sections along

Rosecrans Avenue and Site Plan Review (SPR) #11-18 to approve the proposed Site Plan.

To add the requested Variance, IS/MND Page 87 is revised as follows:

The Project requests approval of the following entitlements:

- Therefore, following the City's approval of the requested entitlements (i.e., Vesting Tentative Tract Map VTTM #82667, Variance, and Site Plan Review SPR #11-18), the Project would not conflict with the GMC or cause a significant environmental impact due to a conflict. Impacts would be less than significant in this regard, and no mitigation is required.

3.0 COMMENT LETTERS

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



**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Robert C. Ferrante
Chief Engineer and General Manager

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
(562) 699-7411 • www.lacsd.org

July 21, 2020

Ref. DOC 5780155

Mr. John F. Signo, AICP
Senior Planner
City of Gardena
1700 West 162nd Street
Gardena, CA 90247

Dear Mr. Signo:

NOI Response to Rosecrans Place Project – Revised Site Plan

1-1 The Los Angeles County Sanitation Districts (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) for the subject project on July 1, 2020. The proposed project is located within the jurisdictional boundary of District No. 5. We offer the following comment:

- 1-2**
- 2-3: Conceptual Site Plan, *page 15*, Site Plan paragraph – The revised project is described as 57 attached townhouse dwelling units, 41 detached single-family garden court dwelling units, and 15 attached live/work dwelling units with a total of 3,949 square-feet of workspace. Based on the revised site plan, the expected increase in average wastewater flow from the project site is 21,137 gallons per day, after the structures on the project site are demolished.

1-3 All other information concerning Districts' facilities and sewerage service contained in the revised portion of the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org.

Very truly yours,

A handwritten signature in black ink, appearing to read "Adriana Raza".

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

cc: A. Schmidt
A. Howard

FW: 2101 & 2129 Rosecrans Ave- APN 4061-028-049 and -18

John F. Signo <jsigno@cityofgardena.org>

Wed 7/29/2020 2:23 PM

To: Garcia, Rita <Rita.Garcia@kimley-horn.com>

Cc: Howard, Alex <Alex.Howard@kimley-horn.com>

From: Bernard Lax <bernard@pulpstudio.com>

Sent: Tuesday, July 28, 2020 4:12 PM

To: CDD Planning and Zoning <CDDPlanningandZoning@cityofgardena.org>

Subject: 2101 & 2129 Rosecrans Ave- APN 4061-028-049 and -18

2-1 Two items that need to be considered in the development of this property. Please accept these comments on behalf of both owners of Lot 34 (Dan and Simone Ginsberg) and 35 (B&L Lax Family Trust).

2-2 1. On the North side of the property there may be some soil contamination that was assumed came from the automotive operations that existed on this site prior to demolition. Our neighbor on the west side of us (Lot 34) has been concerned about contamination that may have leached onto their property along the common property line. This contamination must be remediated if it truly does exist.

2-3 2. Both ours (Lot 35) and the neighbors (Lot 34) run industrial operations. The change in use of this property to residential will pose issues of security and noise. Currently Real Soda Inc. (Lot 34) is already dealing with trespassers coming in from the south side during construction, and the city must consider that this will continue when the property becomes residential. The developer must commit to minimum 12 ' sound/security walls from the highest point along the North property line. In this case this will currently be along the North property line between Lot 35 and Lot 18.

Bernard Lax
Chief Executive Officer

PULPSTUDIO

2100 W. 139th St.

Gardena, California 90249

310.815.4999 f 310 815.4990

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COUNTY OF LOS ANGELES FIRE DEPARTMENT

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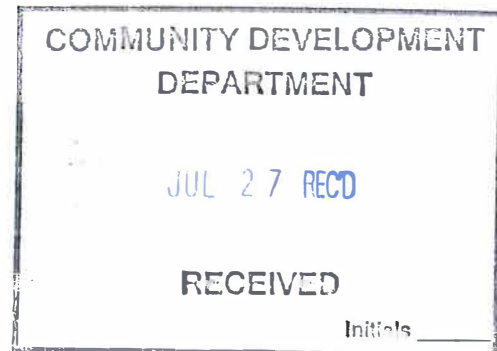
SHEILA KUEHL
THIRD DISTRICT

JANICE HAHN
FOURTH DISTRICT

KATHRYN BARGER
FIFTH DISTRICT

July 23, 2020

John Signo, Senior Planner
City of Gardena
Community Development Department
1700 West 162nd Street
Gardena, CA 90247



Dear Mr. Signo:

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION,
"ROSECRANS PLACE PROJECT - REVISED SITE PLAN," WOULD REDEVELOP A SITE
THAT CONTAINS APPROXIMATELY 42,400 SQUARE FEET OF COMMERCIAL USES
INCLUDING AN OFFICE BUILDING, AN ANCILLARY BUILDING, AND AUTOMOTIVE
REPAIR SERVICE BUILDING, THE PROJECT PROPOSES A MIXED-USE
DEVELOPMENT WITH 113 DWELLING UNITS, LOCATED AT
2101 AND 2129 ROSECRANS AVENUE, GARDENA, FFER 2020003986**

The Notice of Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

We have no comments.

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

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ARTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BRADBURY

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SIGNAL HILL
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TEMPLE CITY
WALNUT
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WESTLAKE VILLAGE
WHITTIER

LAND DEVELOPMENT UNIT:

3-3

The proposed development was reviewed by the County of Los Angeles Fire Department's Fire Prevention, Land Development Unit as Tentative Tract Map 82667. The Tentative Tract Map submittal satisfied all Fire Prevention, Land Development requirements for water for firefighting purposes and access requirements for Fire Department access. There are no additional County of Los Angeles Fire Department's Fire Prevention, Land Development requirements at this time.

Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department Land Development Unit's, Inspector Nancy Rodeheffer at (323) 890-4243 or Nancy.rodeheffer@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

3-4

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Joseph Brunet at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

3-5

The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department advises that the soil at the project site is contaminated and that the Cal-EPA Department of Toxic Substances Control is the environmental agency currently overseeing the assessment and cleanup of soil. HHMD has no additional comments for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac

CITY OF GARDENA

CONDITIONS OF APPROVAL FOR SITE PLAN REVIEW #1-19, VARIANCE #1-20; and VESTING TENTATIVE TRACT MAP NO. 82667 (#1-19)

GENERAL CONDITIONS

- GC 1. Applicant accepts all of the conditions of approval set forth in this document and shall sign the acknowledgement. A copy of the signed document shall be 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), Title 17 (Subdivisions) and Title 18 (Zoning) of the Gardena Municipal Code.
- GC 3. 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. Applicant shall provide the City with a copy of the Covenants, Conditions and Restrictions (CC&Rs) which shall apply to the townhomes for review and approval prior to approval of the final map or issuance of a certificate of occupancy, not including model homes. The CC&Rs shall include all items listed in these conditions which are required to be included in the CC&Rs or items for which the HOA is responsible. At a minimum, the following provisions shall be included, as may be further detailed. The failure to include a condition on the list below does not relieve the responsibility to include it in the CC&Rs if otherwise provided herein.
- a. Any revisions to the CC&Rs shall require prior city approval.
 - b. Maintenance and repair obligations of all private streets/driveways.
 - c. Maintenance and repair obligations of all open spaces and common areas.
 - d. Prohibition against outdoor storage.
 - e. Prohibition against alterations to architectural treatments, including colors and materials. Colors and materials as shown on the development plans as presented to the Planning Commission on August 4, 2020, are approved. Deviation from colors and materials shall not be made unless approved by the Community Development Director.
 - f. All garage spaces shall be maintained in such a manner as to be able to be used for parking of two cars.

- g. Prohibition against parking in driveways areas and in front of garages.
- h. A requirement that trash cans shall be kept in the garage or out of public view.
- i. Parking shall be prohibited in the driveway areas and in front of the garages.
- j. Residents' vehicles shall be stored in the garages at all times while on the site.
- k. Residents shall not be allowed to use guest parking for their own vehicles.
- l. The entire site, all walls and fencing, 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.
- m. The Security Gates shall be maintained, in good condition, by the Home Owners Association.
- n. Install one surveillance camera at the entrance of the development. Surveillance cameras shall be maintained by the homeowners association and recordings should be kept for a minimum of 30 days.
- o. The homeowner's association shall maintain landscaping in a healthy and well-kept manner at all times. Dead or damaged landscape material/vegetation shall be replaced immediately per the approved landscape plan. The irrigation system shall be maintained at all times. Trees shall be permitted to grow to their maximum height.
- p. The CC&Rs for the HOA shall include language assigning the HOA the responsibility to enforce the land use covenant restrictions, comply with the soil management plan set forth in the Response Plan, conduct and submit the annual inspection reports required by the response plan, and maintain copies of property owner certifications. When any property is sold or resold, the original developer or the HOA shall require the new property owner to acknowledge in writing that they have read the land use restriction covenant. The acknowledgement shall provide that the owner understands that the restrictions are to prevent PCBs that remain on the property and understands and agrees to the property restrictions. Each owner is required to sign such acknowledgement.

When the draft is provided to the City for review, it shall be accompanied by a table specifying where each condition required by this document can be found in the CC&Rs.

- GC 5. Applicant shall pay a multiple-unit residential development impact fee of \$1,000/unit for a total of \$113,000 prior to building permit issuance. California Government Section 66020(d)(1) requires that the project applicant be notified of all fees, dedications,

reservations and other exactions imposed on the development for purposes of defraying all or a portion of the cost of public facilities related to development. Fees for regulatory approvals, including Planning processing fees, building permit fees and park development fees, are not included under this noticing requirement. The applicant has ninety (90) days from the date of adoption of this Resolution to protest the impositions described above. The applicant is also notified of the 180-day period from the date of this notice during which time any suit to protest impositions must be filed, and that timely filing of a protest within the 90-day period is a prerequisite.

- GC 6. 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 7. The site layout and physical appearance of the structures shall be in accordance with the plans presented to and 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, colors, and materials shall be subject to the review and approval of the Community Development Director. Substantial modifications will require review and approval by the Planning Commission.
- GC 8. 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 federal holidays are strictly prohibited.
- GC 9. Trash pick-up and other exterior facility cleaning activities shall be restricted to the hours of 7 a.m. to 10 p.m., seven days a week. These activities shall be prohibited during peak traffic hours.
- GC 10. Any and all roof-mounted equipment, devices or materials shall be totally screened from public view. The screen enclosures shall be constructed of the same or similar materials, colors and texture of the building.
- GC 11. The applicant shall reimburse the City for all attorney's fees spent in processing the project application, including review of all documents required by these conditions of approval.
- GC 12. 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 Site Plan Review #1-19, Variance # 1-20, Vesting Tentative Tract Map #1-19 (VTTM No. 82667) and the subsequent Notices of Determination. 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.

PLANNING

- PL1. Site Plan Review #1-19 and Variance #1-20 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.
- PL2. The approved Resolution, including the Conditions of Approval contained herein and the signed acknowledgement of acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including revisions and the final working drawings.
- PL3. A security and lighting plan shall be submitted for review and approval by the Community Development Director or designee prior to issuance of a building permit that shows surveillance camera locations and outdoor lighting for all public/common areas. The lighting plan shall meet the requirements of GMC Section 18.42.150. All light fixtures shall be designed and located in a manner that does not allow spillover onto adjacent properties. Additionally, the exterior lighting fixtures shall be architecturally consistent with the design of the building, as reviewed and approved by the Community Development Director or designee.
- PL4. Perimeter side and rear walls abutting non-residential parking lots shall be 8 feet in height. Otherwise, perimeter side and rear walls may be 7 feet when immediately adjacent to non-residential buildings.
- PL5. The fence along Rosecrans Avenue for which a variance was granted shall be made up of tubular steel or a similar material which allows visibility into the development and

no more than seven feet in height. Decorative pilasters shall be interspersed throughout the fence to the satisfaction of the Planning Division.

- PL6. No permit shall be issued under these approvals until Ordinance No. 1820 becomes effective. This shall not prohibit issuance of any permit required for remediation of the property under the Response Plan approved by DTSC or the issuance of any demolition permits.
- PL7. The City's Building Official shall review and approve the Final Geotechnical Investigation for the Project. Applicant shall comply with all recommendations set forth in the Geotechnical Report unless otherwise indicated by the Building Official.
- PL8. Applicant shall comply with the Final Response Plan as required by DTSC and EPA and no permits shall be issued for the Project until the measures have been implemented. This does not prevent the City from issuing any permits required for remediation of the property under the Response Plan approved by DTSC.
- PL9. Applicant shall monitor the groundwater well network as required by DTSC.
- PL10. Applicant shall record a land use restriction covenant with the Los Angeles County Recorder's office prior to issue of a building permit. Applicant shall provide the City with written proof that the condition as drafted has been approved by the USEPA. The restriction shall:
 - a. Prohibit any alteration of the concrete caps within the backyards of the residential and live/work properties;
 - b. Prohibit any soil disturbances within the landscaped common areas that are not authorized in the approved Soil Management Plan;
 - c. Prohibit any alteration, disturbance or degradation of the asphalt caps that are not authorized in the approved Soil Management Plan;
 - d. Include language referencing the annual Inspection, Repair, and Maintenance Plan and Soil Management Plan requirements to be submitted to the USEPA;
 - e. Include a diagram showing the areas that are subject to restrictions and inspections;
 - f. Require owners of all parcels to acknowledge and agree to the property restrictions in writing.
- PL11. Applicant shall comply with NPDES program's Construction General Permit requirements including implementation of a SWPP and monitoring plan and sediment-control BMPs.

- PL12. Applicant shall comply with Los Angeles County's Low Impact Development (LID) Ordinance.
- PL13. Applicant shall comply with the City's Standard Urban Stormwater Mitigation program which requires implementation of BMPs through the Standard Urban Stormwater Mitigation Plan (SUSMP) as follows:
- PL14. Applicant shall comply with the construction hours set forth in the Gardena Municipal Code which are 7:00 AM to 6:00 PM on weekdays and 9:00 AM to 6:00 PM on Saturdays. No construction may take place at any time on Sundays or federal holidays.
- PL15. All motorized equipment used in construction shall be equipped with functioning mufflers as mandated by the State.
- PL16. Applicant shall pay \$1,130,000 in in-lieu park fees in accordance with Chapter 17.20 of the Gardena Municipal Code.
- PL17. Applicant shall pay \$113,000 in development fees in accordance with Chapter 15.48 of the Gardena Municipal Code.
- PL18. Applicant shall pay school impact fees to the Los Angeles Unified School District and provide proof of payment prior to issuance of building permits.
- PL19. Restaurant use is prohibited for any live-work unit due to insufficient parking for food and beverage establishments. Specifically, food and beverage establishments are required to have one space per 100 square feet of gross floor area.
- PL20. Uses permitted for the live-work units shall be comply with those described in Section 18.19.030 and 18.19.040 of the Gardena Municipal Code, with exception to restaurant use as discussed above.
- PL21. Any signage shall comply with the provisions of Chapter 18.58 of the Gardena Municipal Code.
- PL22. Decorative colored concrete shall be provided at the main vehicular entrance along Rosecrans Avenue and at the vehicular gate underneath the trellis to the satisfaction of the Planning Division. Plans shall be revised to show this prior to issuance of a building permit.
- PL23. Applicant shall provide the Planning Division with the following information prior to issuance of a building permit:
- a. Mailbox locations
 - b. Bike rack or parking locations

- c. Detailed plans of the barbecue area including an enlarged site plan, elevations of any buildings, cross sections, a conceptual rendering, and photo examples of amenities (e.g., benches, tables, trash cans, etc.).
 - d. Fence/wall plan of all fencing. Indicate materials, texture, colors, height.
 - i. Perimeter fencing along the sides and rear shall be decorative solid block with an eight-foot height to buffer from adjacent commercial and industrial uses.
 - ii. The front fence shall be wrought iron or tubular steel and interspersed with stone, brick, stucco, or decorative block.
- PL24. Applicant shall submit a Final Geotechnical Investigation for City review/approval and comply with its recommendations and any revisions deemed necessary by the City's Building Official. The Gardena Building Services Division will review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Geotechnical Investigation's recommendations.
- PL25. Applicant shall record a notice and advise potential buyers of the units along the northern property line that the units lie adjacent to industrial uses to the north and may have noise impacts. A copy of the notice shall be provided to the City before recordation.

ENVIRONMENTAL

- EN1. The applicant shall comply with all mitigation measures set forth in the Mitigation Monitoring and Reporting Program which are set forth below.
- EN2. **MM BIO-1 Nesting Migratory Birds.** During construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside the nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

- EN3. **MM TCR-1 Retain a Native American Monitor/Consultant:** Prior to any ground disturbance, the Project Applicant shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and listed under the NAHC's Tribal Contact list for the Project area. This list is provided by the NAHC. The monitor/consultant shall only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.
- EN4. **MM TCR-2 Unanticipated Discovery of Tribal Cultural and Archaeological Resources:** Upon discovery of any archaeological resources, upon discovery of any tribal cultural or archaeological resources, construction activities shall cease in the find's immediate vicinity until the find can be assessed. All tribal cultural and archaeological resources unearthed by Project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the Project while evaluation and, if necessary, additional protective mitigation takes place (State CEQA Guidelines §15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines §15064.5(f) for historical resources.

Public Resources Code §§21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural

History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

EN5. **MM TR-1 Transportation Design Features.** Prior to Building Permit issuance and to the satisfaction of the City of Gardena Public Works Department:

- The existing raised median located on Rosecrans Avenue (directly in front of the Project site) shall be removed and replaced with two-way left-turn lane striping.
- The existing eastbound left-turn pocket (which provides exclusive access to the existing Project site) shall be removed as this driveway would be closed as part of the proposed Project. The existing raised median in this area would be modified accordingly to accommodate the left-turn pocket removal.
- Appropriate sight distances shall be provided at the proposed Project site driveways to minimize potential pedestrian and vehicle conflicts along the adjacent public sidewalk. Any proposed landscaping near the Project driveways shall be less than 36 inches in height to avoid obstructing the Rosecrans Avenue motorists' line of sight in accordance with City requirements.

TENTATIVE TRACT MAP

TTM 1. The final tract 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 approval, unless an extension is granted in accordance with Gardena Municipal Code section 17.08.070 or by State law. If said map is not recorded within such time, the life of the map shall be deemed expired and said approval shall be considered null and void.

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

TTM 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.

TTM 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.

- TTM 5. In accordance with Government Code § 66473.1, the design of the subdivision shall provide, to the extent feasible, for future passive/natural heating or cooling opportunities.
- TTM 6. Private driveways shall be indicated on the final map as “Private Driveway and Fire lane” with the widths clearly depicted and shall be maintained in accordance with the Fire Code. All required fire hydrants shall be installed, tested and accepted prior to construction.
- TTM 7. Prior to initial phase associated with building construction, all above-ground and underground infrastructure shall be installed.
- TTM 8. The developer shall pay in lieu park fees in accordance with Chapter 17.20 of the Gardena Municipal Code and Resolution No. 6433 which requires a payment of \$10,000 per unit. Total in lieu park fees due is \$1,130,000 and shall be paid in full to the City prior to final map.
- TTM 9. Model homes shall be permitted prior to final map recordation provided that all Fire Department requirements for health and safety are satisfied prior to issuance of a building permit.

BUILDING AND SAFETY

Commercial Development

- BS1. This project shall comply with all applicable portions of the Current Gardena Municipal Code and City Ordinances.
- BS2. This project shall comply with all applicable portions of the 2019 California Building Standards Code (Title 24, California Code of Regulations).
- BS3. Applicant shall comply with all conditions set forth by other Departments and Agencies. Including but not limited to Planning, Engineering and the Los Angeles County Fire Department.
- BS4. County of Los Angeles Department of Public Health Environmental Health Approvals Required for any proposed food service.
- BS5. The applicant shall obtain separate Building Division permits for Demolition, Grading, Building, Site Development, Electrical, Plumbing, Mechanical, Fences.
- BS6. The approval of plans and specifications does not permit the violation of any section of the State Building Code, City Ordinances, and/or State Law.
- BS7. Applicant shall provide documentation on methods of resolving the hazards identified in the environmental report. City of Gardena shall review and approve before any Construction shall begin.
- BS8. Address shall be on building and Curb, Both Street and Alley sides, per State Code and City standards.

- BS9. All Facilities shall be maintained in a clean, litter-free, odor-free, and pest-free condition on a daily basis.
- BS10. A solid roof covered trash enclosure shall be sized for all intended uses, Per the States' Cal-Recycle guidelines, Including Organic Waste, Recyclables, Used Oil Storage Bins and Rubbish, as per State Code and City standards.
- BS11. The Developer shall be responsible for the construction of all on-site drainage facilities. Provide a master plan for drainage. Include both commercial and residential portions of the project. This will include Low Impact Development (LID) referring to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of Stormwater in order to protect water quality and local aquatic habitat.
- BS12. All landscape shall be maintained in a healthy, well-kept, manner at all times.
- BS13. All pavement, stripping and markings shall be maintained in a good condition at all times.
- BS14. Sign permits shall be obtained for all signage. All Signage shall be maintained in a good condition at all times.
- BS15. Plans and specifications shall be signed by a California Licensed design professional per the California Business and Professions Code.
- BS16. All commercial space customers and employees shall have full access to the restroom facilities per CA Plumbing and Accessibility Codes.
- BS17. Conditions of approval shall be printed on the working drawings.

Residential Development

- BS18. This project shall comply with all applicable portions of the current Gardena Municipal Code and City ordinances.
- BS19. This project shall comply with all applicable portions of the 2016 California Building Standards Code (Title 24, California Code of Regulations).
- BS20. The applicant shall show all accessible features, newly constructed, condominiums with four (4) or more dwelling units shall be accessible. The first floor living spaces shall be accessible.
- BS21. Applicant shall comply with all conditions set forth by other departments and agencies, including but not limited to, Planning, Public Works and the Los Angeles County Fire Department.
- BS22. Separate building permits are required for Demolition, Grading, Building, Site Development, Electrical, Plumbing, Mechanical, Fences.
- BS23. The approval of plans and specifications does not permit the violation of any section of the State Building Code, City Ordinances, and/or State Law.

- BS24. Applicant shall provide documentation on methods of resolving the hazards identified in the environmental report. City of Gardena shall review and approve before any construction shall begin.
- BS25. Address shall be on building and curb, Street and alley sides, per State Code and City standards.
- BS26. The Developer shall be responsible for the construction of all on-site drainage facilities. Provide a master plan for drainage. Include both commercial and residential portions of the project. This will include Low Impact Development (LID) revering to systems and practices that use or mimic natural processes that result in the infiltration, evapotranspiration or use of Stormwater in order to protect water quality and local aquatic habitat. Plans shall be reviewed and Approved by the City Building Official or City engineer.
- BS27. The Developer shall identify parking restrictions, for emergency access, as a result of minimum widths of interior streets with project Covenants, Conditions and Restrictions.
- BS28. All pavement, stripping and markings shall be maintained in a good condition at all times.
- BS29. Security gate locks and devices shall be installed to the satisfaction of the Gardena Police and L.A. County Fire Departments. Knox boxes shall be provided at entry points.
- BS30.
- BS31. The Developer shall be responsible for the construction of all on-site drainage facilities.
- BS32. Plans and specifications shall be signed by a California Licensed design professional per the California Business and Professions Code.
- BS33. Conditions of approval shall be printed on the working drawings.

PUBLIC WORKS

- PW1. Applicant shall provide sewer cleaning, video and capacity analysis.
- PW2. Applicant shall pay \$15,820.00 sewer fee.
- PW3. Applicant shall remove and replace all sidewalk.
- PW4. Applicant shall remove and replace all curb and gutter.
- PW5. Applicant shall remove all abandoned driveways and replace with new curb, gutter and sidewalk.
- PW6. Applicant shall remove and replace all existing traffic signs
- PW7. Applicant shall remove/plant street trees per the Public Works Department.
- PW8. Applicant shall re-paint existing curbs and install new traffic signs per City of Gardena.
- PW9. Applicant shall show all sidewalk structures on plans (i.e. poles, hydrants and traffic signal conduit)

- PW10. Applicant shall provide traffic control plans per W.A.T.C.H. (Work Area Traffic Control Handbook) or California M.U.T.C.D.
- PW11. Applicant shall provide new street lights.
- PW12. Applicant shall provide street improvement plan showing all requirements. Street plans shall be designed and signed by a registered Civil Engineer.
- PW13. Applicant shall obtain Public Works Encroachment/Excavation permit for any work done in the public right-of-way.
- PW14. Requirements are based on preliminary review only.
- PW15. Additional requirements may be imposed upon full plan submittal and review.

GOLDEN STATE WATER COMPANY

- GS1. The applicant shall contact GSWC for review of the existing water main once LA County Fire Department has issued their fire protection requirements on the aforementioned project.
- GS2. The applicant shall contact GSWC to initiate application for new service installation.

LOS ANGELES COUNTY SANITATION DISTRICT

- SD1. The applicant shall pay a connection fee before a permit to connect to the sewer fee is issued. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

LOS ANGELES COUNTY FIRE DEPARTMENT

- FD1. The applicant shall submit the plans to the Los Angeles County Fire Department for approval and shall comply with all applicable Los Angeles County Fire Department requirements.

G3 Urban certifies that it has read, understood, and agrees to the Project Conditions listed herein.

G3 Urban

By _____

Dated _____

Conditions of Approval G3 Rosecrans Place - 080420



ROSECRANS PLACE

GARDENA, CALIFORNIA

SHEET INDEX:

- AR0.1 OVERALL SITE PLAN
- AR0.2 OPEN SPACE SITE PLAN

SINGLE FAMILY DETACHED:

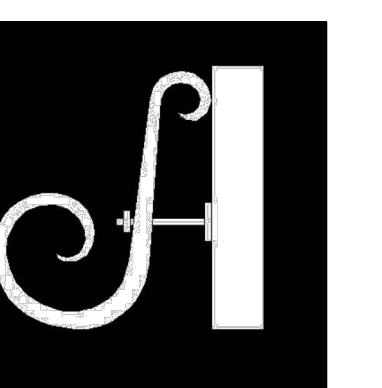
- AR1.0.0 STREET SCENE - PASEO
- AR1.0.1 STREET SCENE - FRONT
- AR1.0.2 CLUSTER - GROUND LEVEL
- AR1.0.3 CLUSTER - SECOND LEVEL
- AR1.0X.3 CLUSTER - SECOND LEVEL W/ OPT TWO-STORY
- AR1.0.4 CLUSTER - THIRD LEVEL
- AR1.0X.4 CLUSTER - THIRD LEVEL W/ OPT TWO-STORY
- AR1.1A.1 FLOOR PLAN - 1A
- AR1.1A.2 ELEVATIONS - 1A
- AR1.1AX.1 FLOOR PLAN - 1AX
- AR1.1AX.2 ELEVATIONS - 1AX
- AR1.2A.1 FLOOR PLAN - 2A
- AR1.2A.2 ELEVATIONS - 2A
- AR1.2B.1 FLOOR PLAN - 2B
- AR1.2B.2 ELEVATIONS - 2B
- AR1.3A.1 FLOOR PLAN - 3A
- AR1.3A.2 ELEVATIONS - 3A
- AR1.3AX.1 FLOOR PLAN - 3AX
- AR1.3AX.2 ELEVATIONS - 3AX
- AR1.3B.1 FLOOR PLAN - 3B
- AR1.3B.2 ELEVATIONS - 3B
- AR1.3BX.1 FLOOR PLAN - 3BX
- AR1.3BX.2 ELEVATIONS - 3BX
- AR1.4A.1 FLOOR PLAN - 4A
- AR1.4A.2 ELEVATIONS - 4A
- AR1.4AX.1 FLOOR PLAN - 4AX
- AR1.4AX.2 ELEVATIONS - 4AX
- AR1.4B.1 FLOOR PLAN - 4B
- AR1.4B.2 ELEVATIONS - 4B
- AR1.4BX.1 FLOOR PLAN - 4BX
- AR1.4BX.2 ELEVATIONS - 4BX

LIVE/WORK:

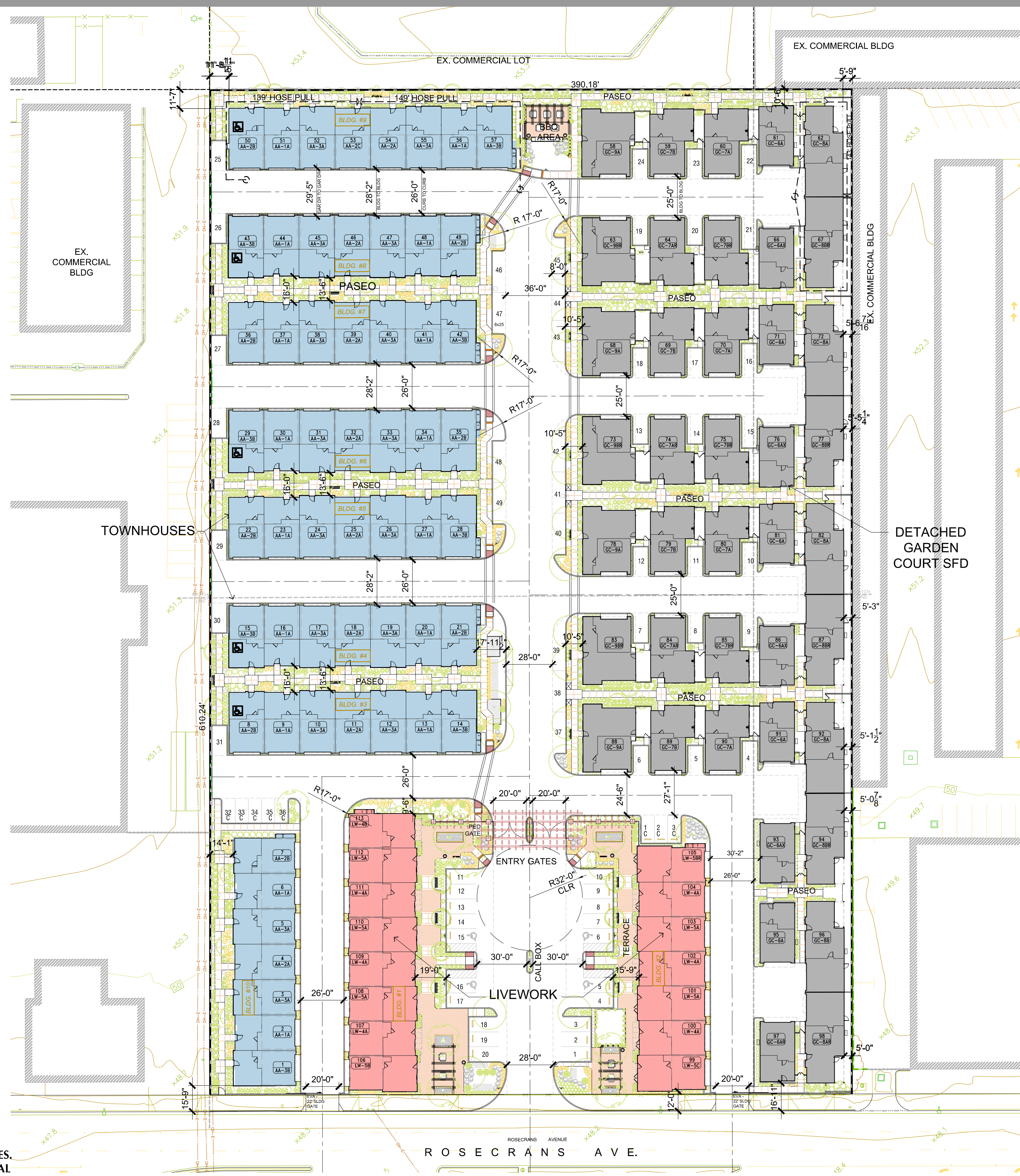
- AR2.0.0 STREET SCENE
- AR2.1.1 FLOOR PLAN 1
- AR2.2.1 FLOOR PLAN 2
- AR2.3.1 BUILDING B7 - GROUND LEVEL
- AR2.3.2 BUILDING B7 - SECOND LEVEL
- AR2.3.3 BUILDING B7 - THIRD LEVEL
- AR2.3.4 FRONT, LEFT & RIGHT ELEVATIONS
- AR2.3.5 B7 REAR ELEVATION
- AR2.3.6 BUILDING B1 - 8-PLEX- GROUND LEVEL
- AR2.3.7 BUILDING B1 - 8-PLEX- SECOND LEVEL
- AR2.3.8 BUILDING B1 - 8-PLEX- THIRD LEVEL
- AR2.3.9 FRONT, LEFT & RIGHT ELEVATIONS
- AR2.3.10 REAR ELEVATION
- AR2.4.1 PROJECT ENTRY PLAN & ELEVATION

TOWNHOUSE:

- AR3.0.0 STREET SCENE
- AR3.1.1 FLOOR PLAN 1
- AR3.2.1 FLOOR PLAN 2
- AR3.3.1 FLOOR PLAN 3
- AR3.4.1 BUILDING B7 - GROUND LEVEL
- AR3.4.2 BUILDING B7 - SECOND LEVEL
- AR3.4.3 BUILDING B7 - THIRD LEVEL
- AR3.4.4 FRONT, LEFT & RIGHT ELEVATIONS
- AR3.4.5 REAR ELEVATION
- AR3.5.1 BUILDING B8 - GROUND LEVEL
- AR3.5.2 BUILDING B8 - SECOND LEVEL
- AR3.5.3 BUILDING B8 - THIRD LEVEL
- AR3.5.4 FRONT, LEFT & RIGHT ELEVATIONS
- AR3.5.5 REAR ELEVATION



OVERALL SITE PLAN



PROJECT DATA - TABULATION:

RESIDENTIAL LOT AREA = +/- 5.46 AC
ATTACHED - TOWNHOUSES = 57 UNITS
DETACHED - SFD = 41 UNITS
ATTACHED - LIVELWORK = 15 UNITS
TOTAL = 113 UNITS
GROSS DENSITY: 20.7 DU/AC

ATTACHED - TOWNHOUSES - "AA" :
57 UNITS- 3 STORY
TYPE OF CONSTRUCTION: V-B

16 PLAN 1: 1,690 SF - 3 BED 3.5 BA (1 BEDRM DOWN, DUAL MA. BED)
8 PLAN 2A: 1,755 SF - 4 BED 3.5 BA, (1 BEDRM DOWN)
9 PLAN 2B/C: 1,761 SF - 4 BED 3.5 BA, (1 BEDRM DOWN)
24 PLAN 3: 1,803 SF - 4 BED 3.5 BA (1 BEDRM DOWN)
57 TOTAL

BUILDING AREA (7-PLEX):
TOTAL FLOOR AREA - 12,305 SF -PER BUILDING
TOTAL GARAGE AREA - 3,245 SF - PER BUILDING
TOTAL DECK AREA - 756 SF - PER BUILDING

BUILDING AREA (8-PLEX):
TOTAL FLOOR AREA - 14,066 SF
TOTAL GARAGE AREA - 3,329 SF
TOTAL DECK AREA - 844 SF

DETACHED- SFD - GARDEN COURT - "GC":
41 UNITS - 3 STORY
TYPE OF CONSTRUCTION: V-B

10 PLAN 6/6X: 1,800 SF - 4 BED 3.5 BA (1 BEDRM DOWN)
14 PLAN 7: 2,103 SF - 4 BED 2.5 BA, (1 BEDRM DOWN)
10 PLAN 8: 2,405 SF - 4 BED 2 BA , 2 HALF BA, BONUS, DECK
PLAN 8X: 1,862 SF - 4 BED 2 BA , 2 HALF BA (2-STORY)
7 PLAN 9: 2,505 SF - 4 BED 2 BA, 2 HALF BA, BONUS, DECK
PLAN 9X: 1,970 SF - 4 BED 2 BA, 2 HALF BA (2-STORY)
41 TOTAL

ATTACHED - LIVELWORK - "LW":
15 UNITS - 3 STORY
TYPE OF CONSTRUCTION: V-B

7 PLAN 4: 1,610 SF - 2 BED 2.5 BA, + 258 SF WORK w/ BA.
5 PLAN 5A: 1,759 SF - 3 BED 2.5 BA, + 260 SF WORK w/ BA.
3 PLAN 5B/C: 1,792 SF - 3 BED 2.5 BA, + 281 SF WORK w/ BA.

15 TOTAL

BUILDING AREA (7-PLEX):
TOTAL FLOOR AREA - 11,932 SF - PER BUILDING
TOTAL GARAGE AREA - 3,192 SF - PER BUILDING
TOTAL DECK AREA - 716 SF - PER BUILDING

BUILDING AREA (8-PLEX):
TOTAL FLOOR AREA - 13,622 SF - PER BUILDING
TOTAL GARAGE AREA - 3,652 SF - PER BUILDING
TOTAL DECK AREA - 865 SF - PER BUILDING

PARKING :

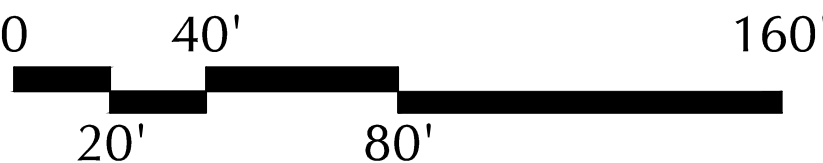
PARKING (RESIDENTIAL):
REQUIRED:

113 UNITS X 2.5 SPACES = 282.5 SPACES
3,950 SF LIVELWORK X 3/ 1000 = 11.8 SPACES
TOTAL REQUIRED = 295 SPACES

PROVIDED:

226 GARAGE SPACES
21 SFD GUEST SPACES
28 CURB SIDE GUEST SPACES (7 COMPACT)
20 LIVELWORK SPACES PROVIDED
295 = TOTAL PARKING PROVIDED

THIS SITE PLAN EXHIBIT IS FOR ILLUSTRATIVE PURPOSES.
REFER TO CIVIL SITE PLAN FOR ADDITIONAL TECHNICAL
INFORMATION.



SITE PLAN
OPEN SPACE



OPEN SPACE CALCULATION @ RESIDENTIAL

TOTAL REQUIRED - MIXED USE ZONE:

TOWNHOUSES & SFD	= 98 UNITS x 150 SF EA.	= 14,700 SF
LIVEWORK	= 15 UNITS x 100 SF EA.	= 1,500 SF
TOTAL =		16,200 SF REQ'D

PRIVATE SPACE	: 113 UNITS x 70 SF EA.	= 7,9100 SF REQ'D
PUBLIC/COMMON SPACE	: 16,200 SF - 7,910 SF	= 8,290 SF REQ'D

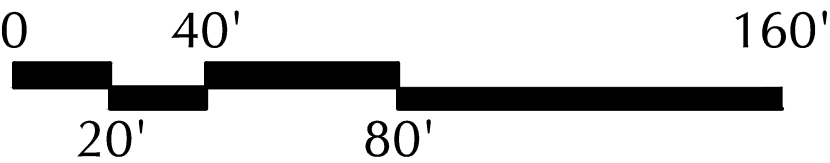
PROVIDED:

<div></div>	PUBLIC/COMMON : BBQ AREA :	2,224 SF
	PASEOS & TERRACES :	40,129 SF
	TOTAL =	<div>42,353 SF</div>
<div></div>	PRIVATE YARD PROVIDED =	5,758 SF
<div></div>	PRIVATE DECK PROVIDED =	<div>20,157 SF</div>

TOTAL PROVIDED (PUBLIC AND PRIVATE)= 68,268 SF PROV'D

PRIVATE YARD DECK BREAKDOWN:

TOWNHOUSES					
	DECK AREA	YARD AREA	# OF UNITS	TOTAL SF	
PLAN 1	152		16	2,432	
PLAN 2	88		17	1,496	
PLAN 3	94		24	2,256	
			57	6,184	
SFD					
	DECK AREA	YARD AREA	# OF UNITS	TOTAL SF	DECK ONLY YARD ONLY
PLAN 6	92		10	920	920 -
PLAN 7	120	132	14	3,528	1,680 1,848
PLAN 8	453	253	9	6,354	4,077 2,277
PLAN 8-LRG YARD	453	373	1	826	453 373
PLAN 9	753	180	7	6,531	5,271 1,260
			41	18,159	12,401 5,758
LIVEWORK					
	DECK AREA	YARD AREA	# OF UNITS	TOTAL SF	
PLAN 4	108		7	756	
PLAN 5	102		8	816	
			15	1,572	
TOTAL				25,915	20,157 5,758





PLAN 3A

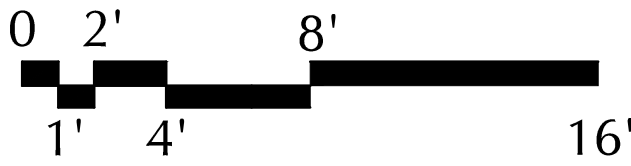
PLAN 1A

PLAN 2A

PLAN 2B

PLAN 4A

PASEO ELEVATION



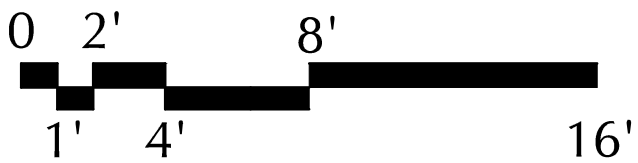


PLAN 4A

PLAN 4B

PLAN 4A

STREET ELEVATION
PLAN 4A & 4B



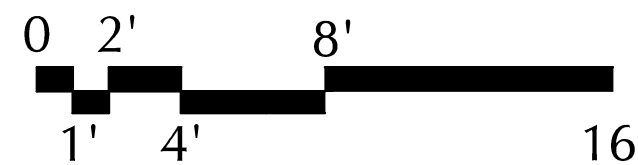
GARDEN COURT SFD - CLUSTER PLAN

GROUND LEVEL



GARDEN COURT SFD - CLUSTER PLAN

SECOND LEVEL



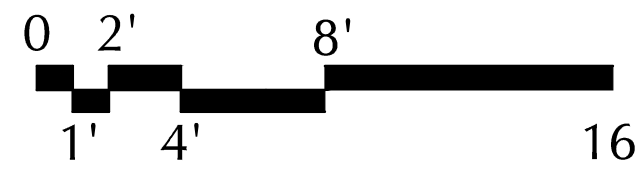
GARDEN COURT SFD - CLUSTER PLAN

SECOND LEVEL W/ TWO-STORY OPTION



GARDEN COURT SFD - CLUSTER PLAN

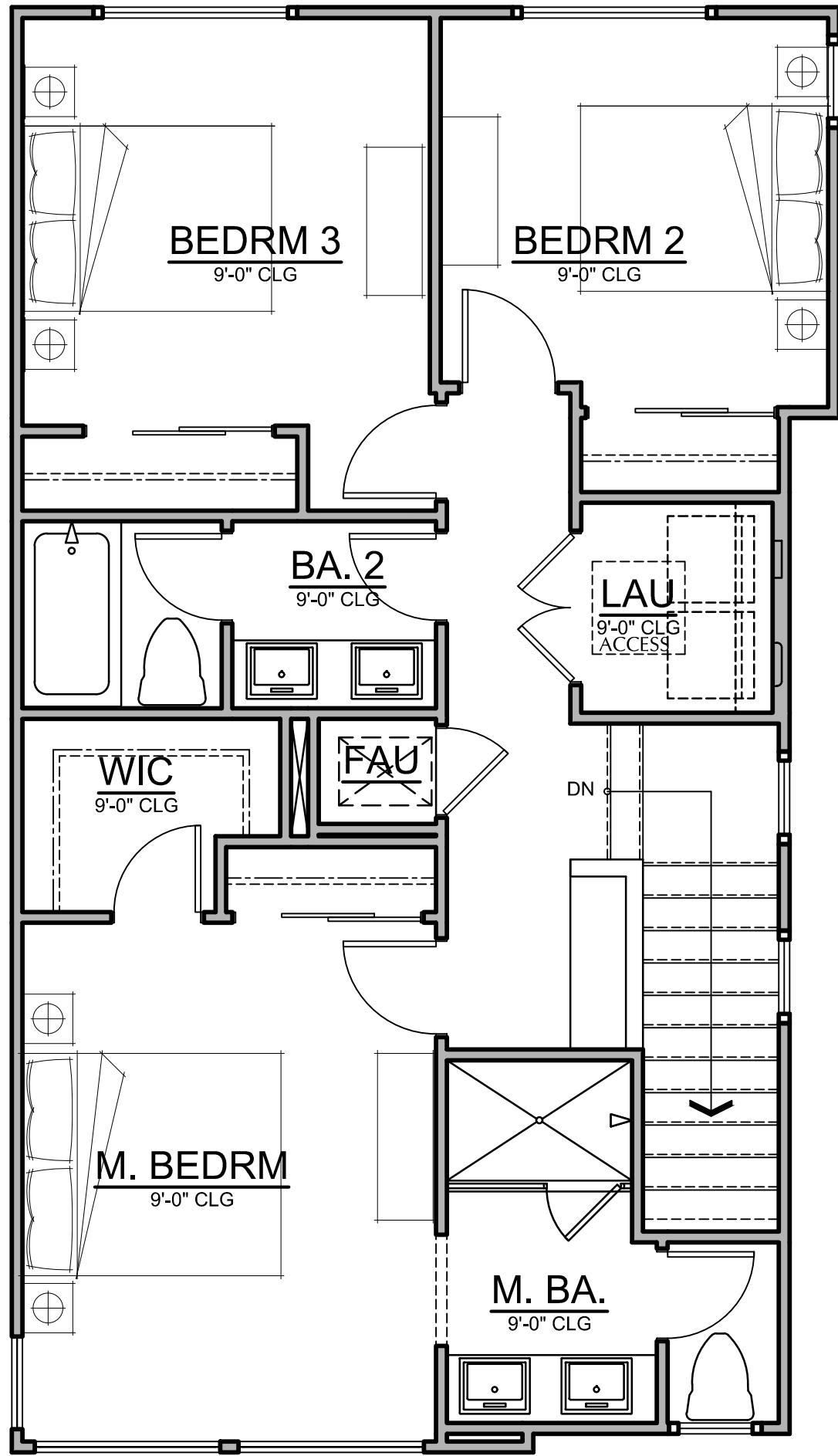
THIRD LEVEL



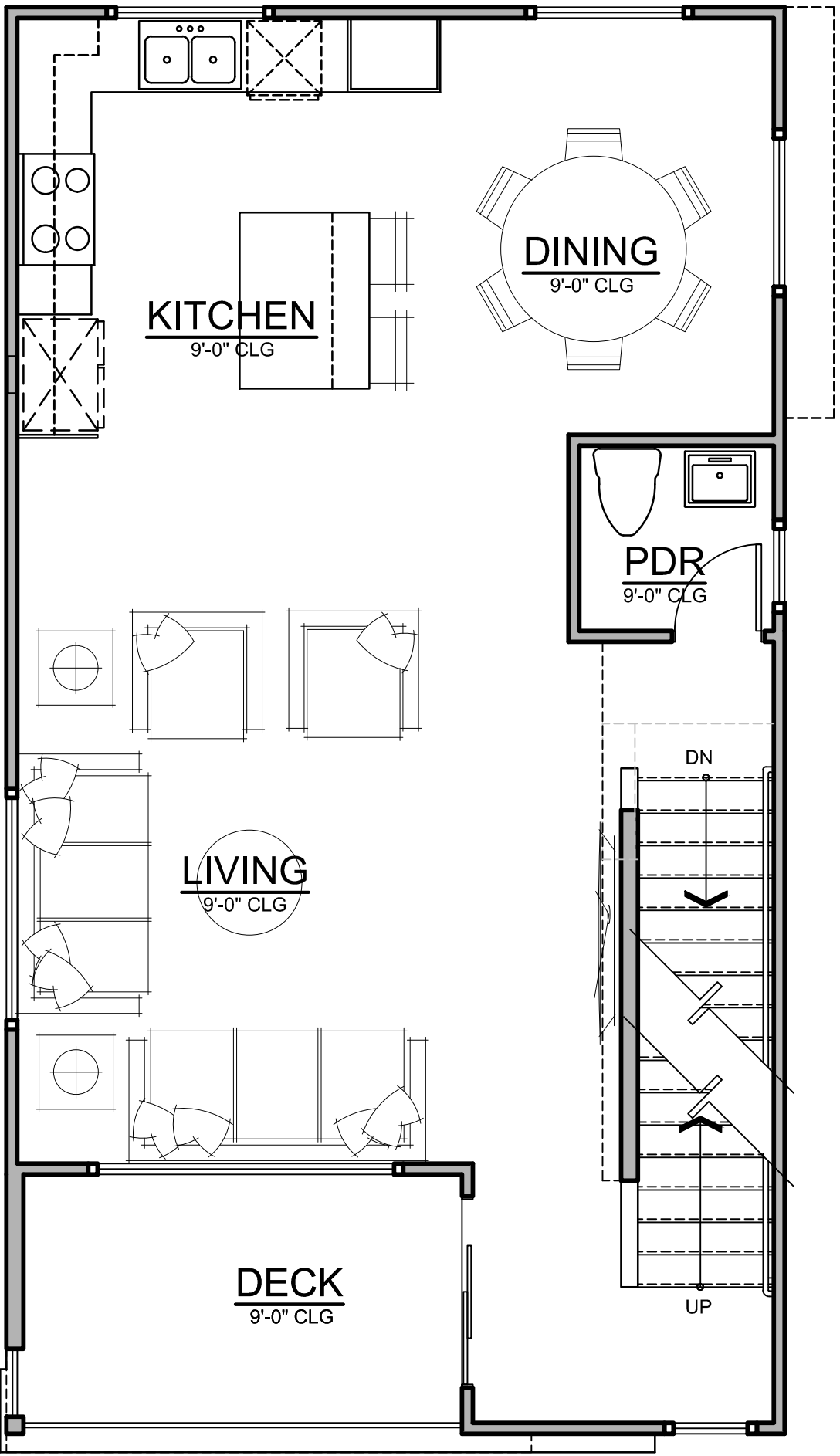
GARDEN COURT SFD - CLUSTER PLAN

THIRD LEVEL W/ TWO-STORY OPTION

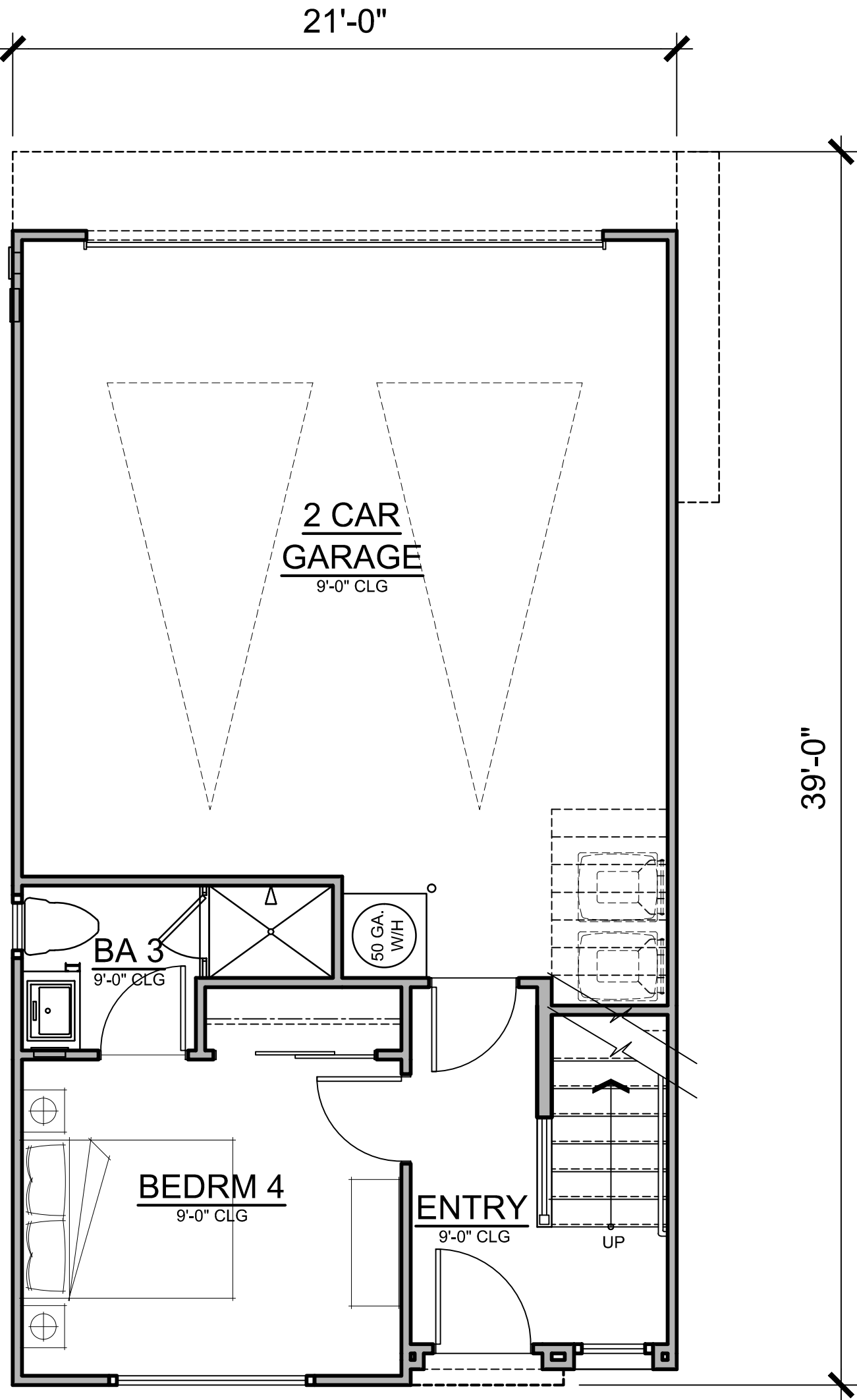




THIRD FLOOR

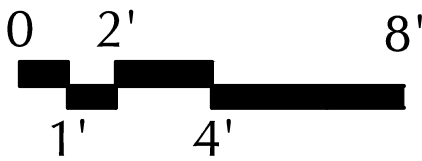


SECOND FLOOR



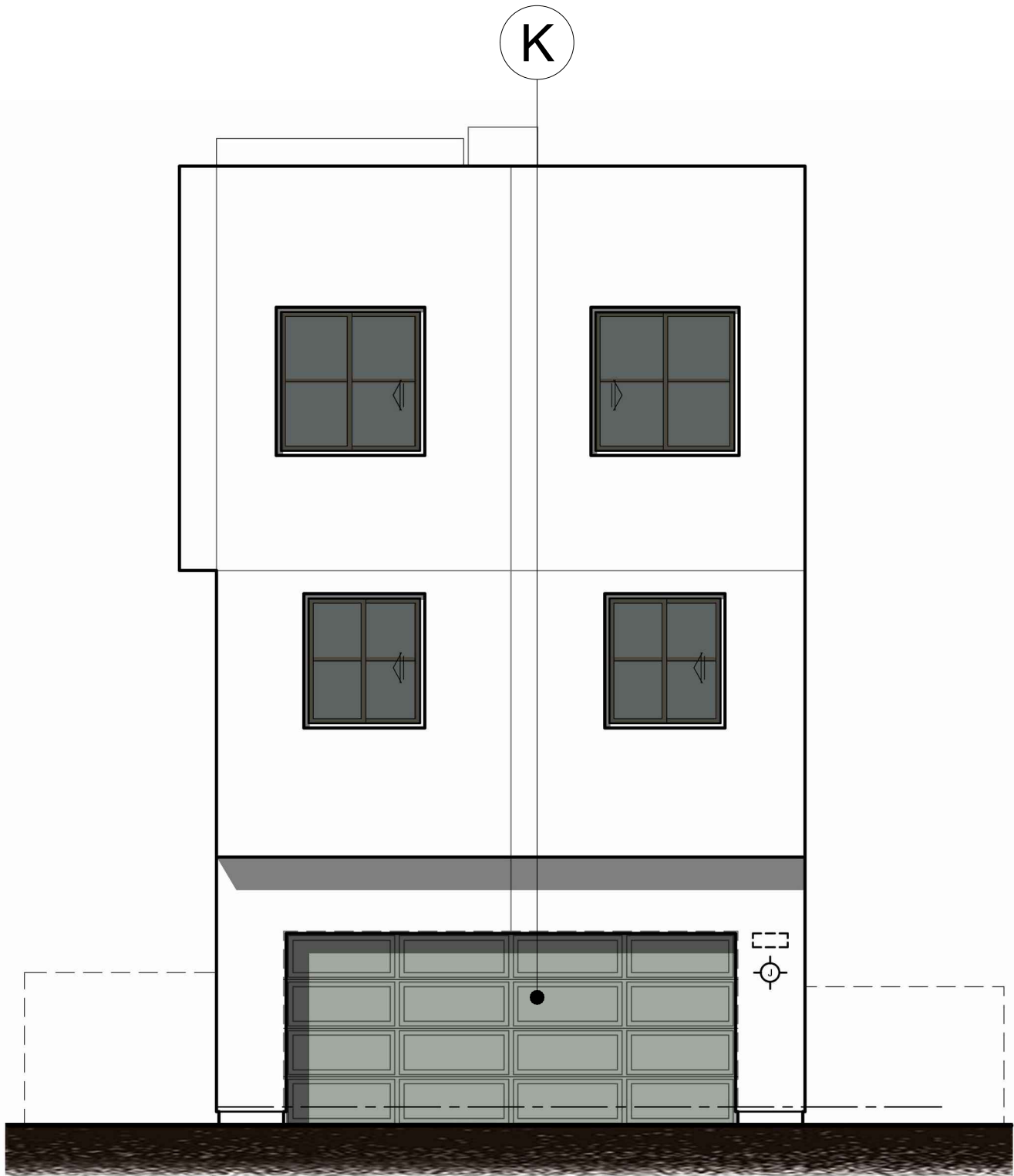
FIRST FLOOR

PLAN 1A
1,798 SF
4 BEDRM , 3 1/2 BA

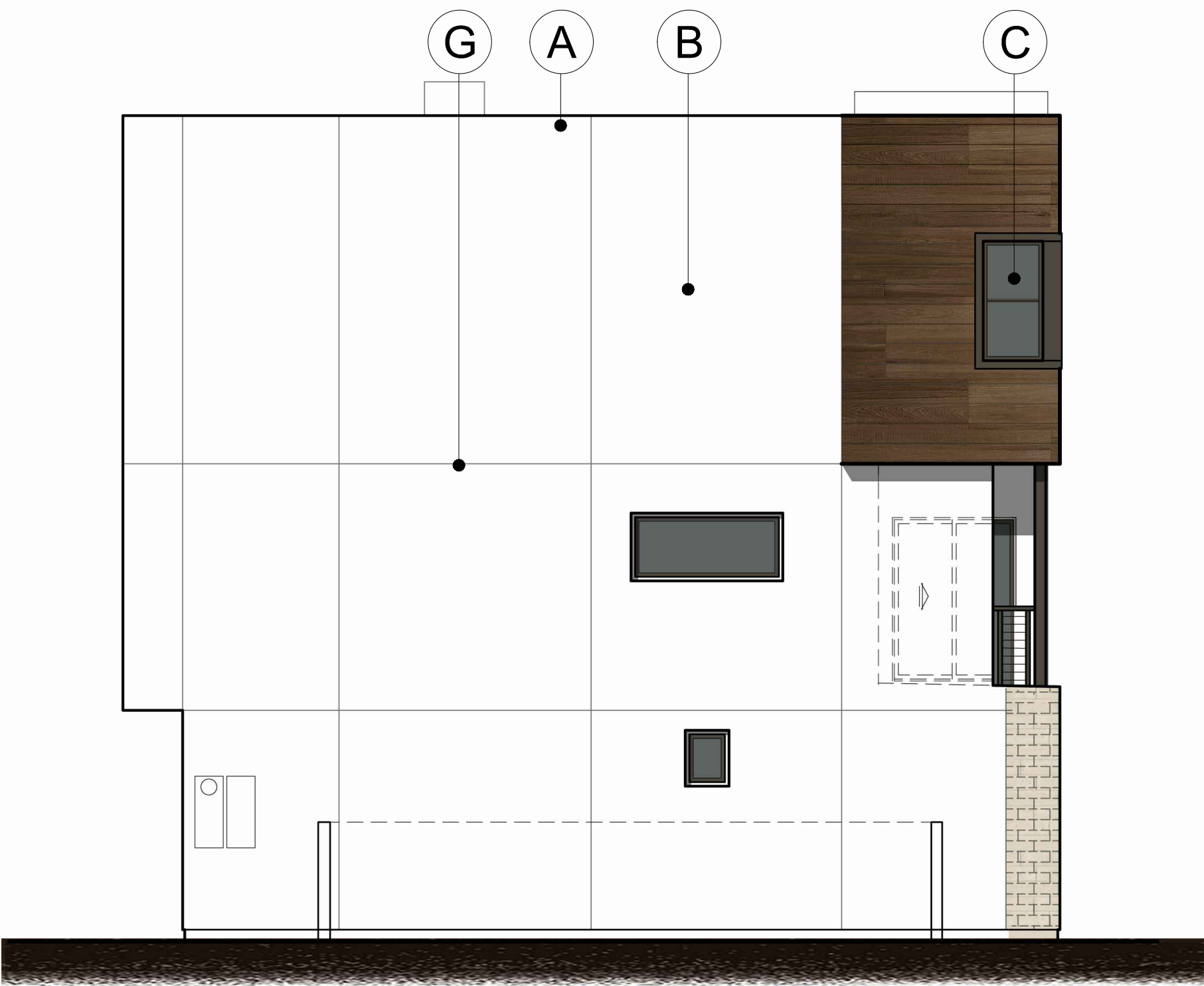




RIGHT ELEVATION



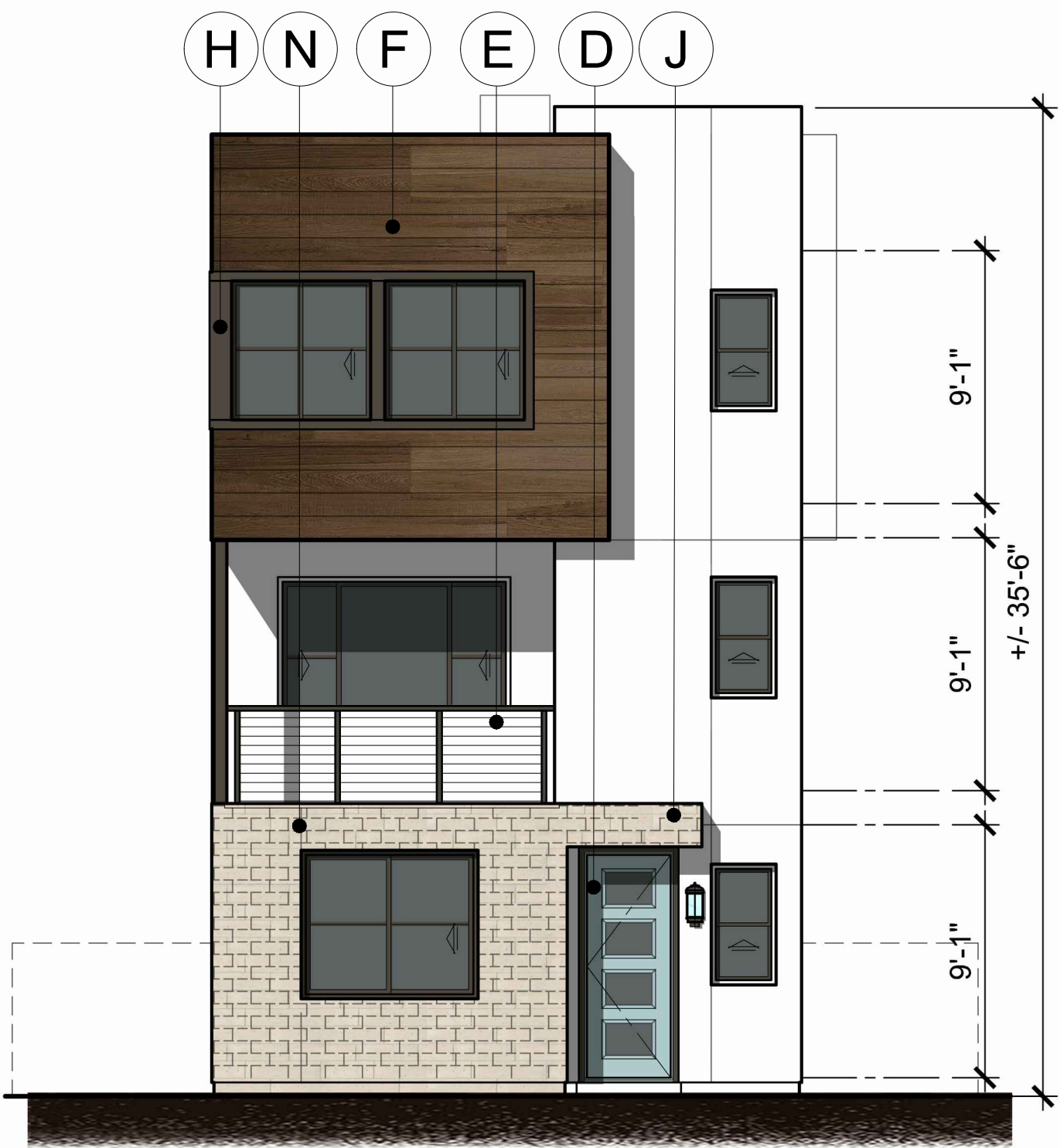
REAR ELEVATION



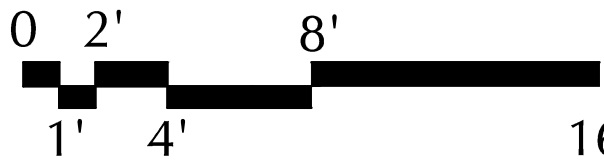
LEFT ELEVATION

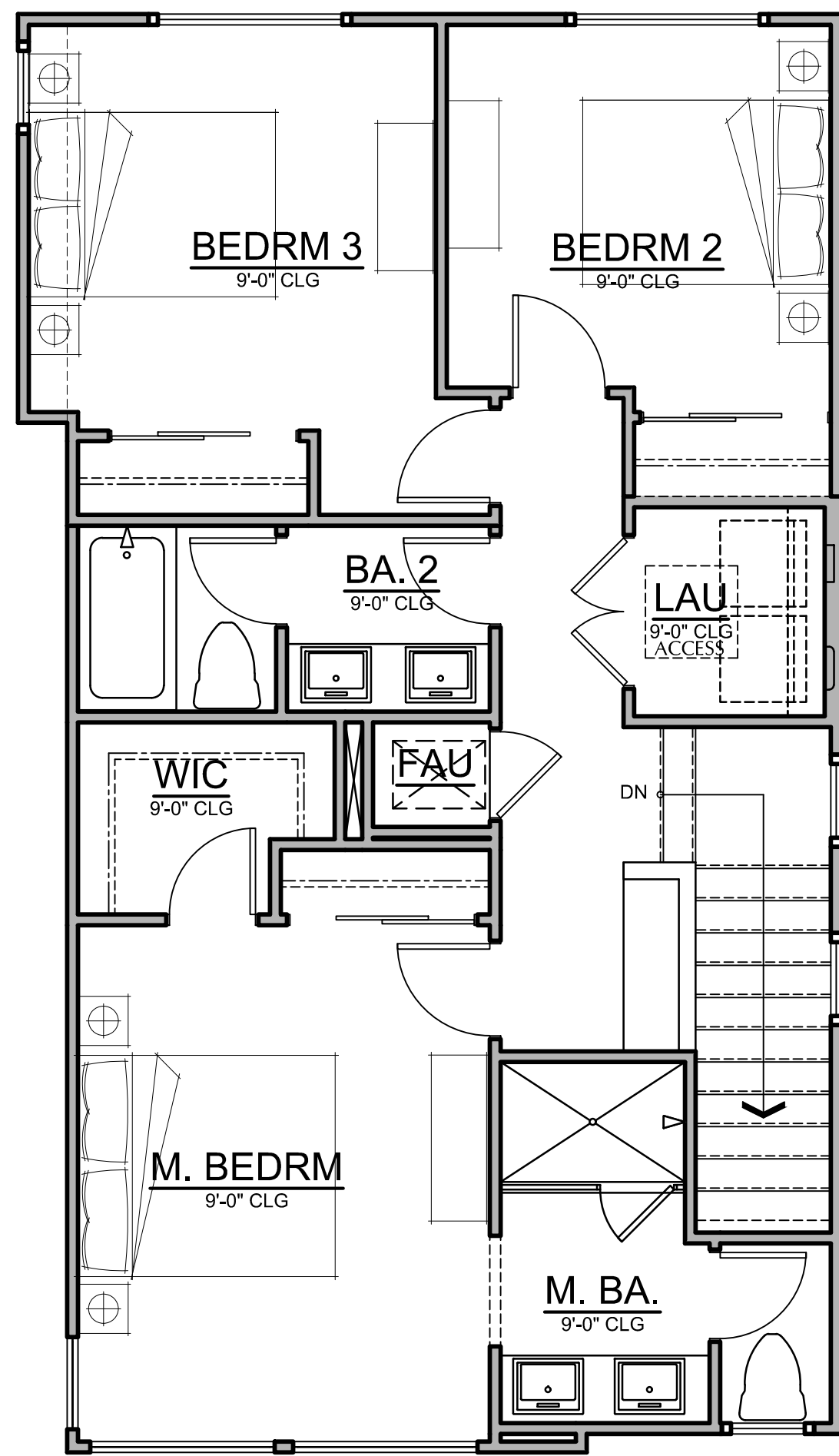
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 1A

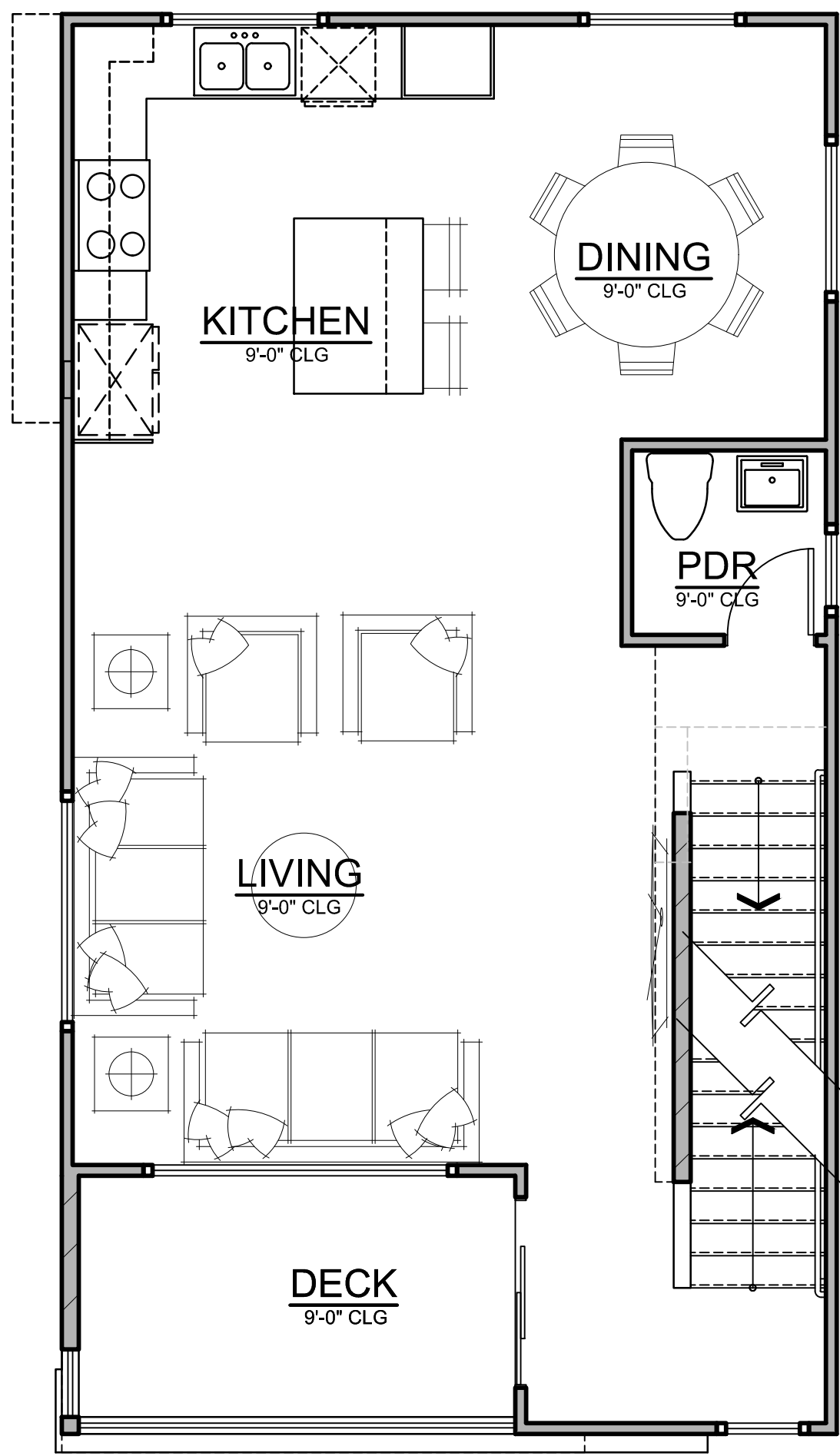


FRONT ELEVATION

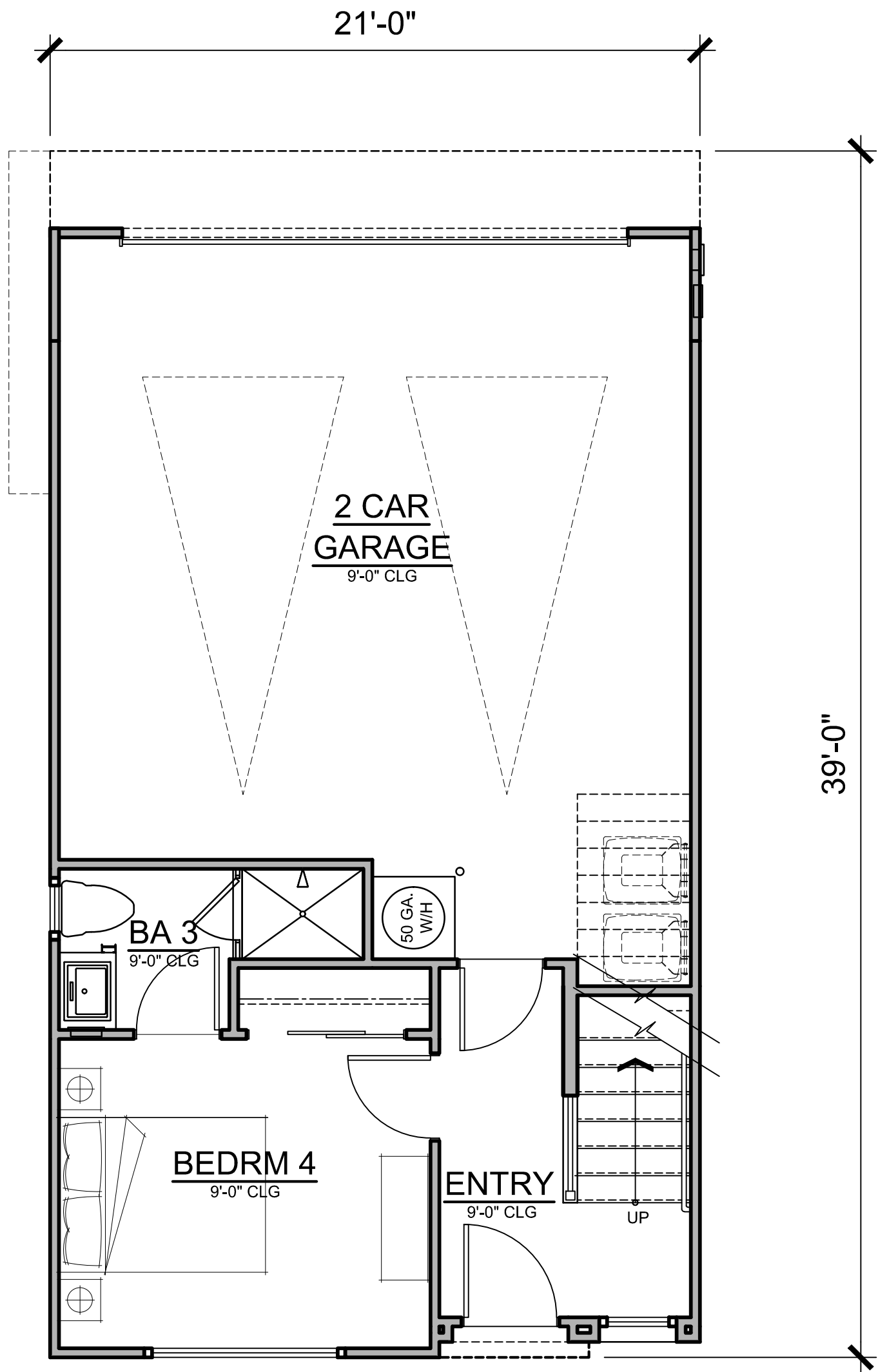




THIRD FLOOR



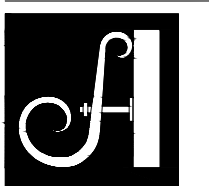
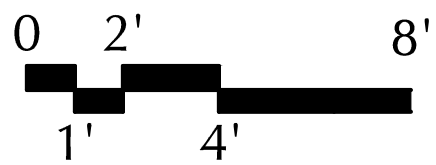
SECOND FLOOR



FIRST FLOOR

PLAN 1AX

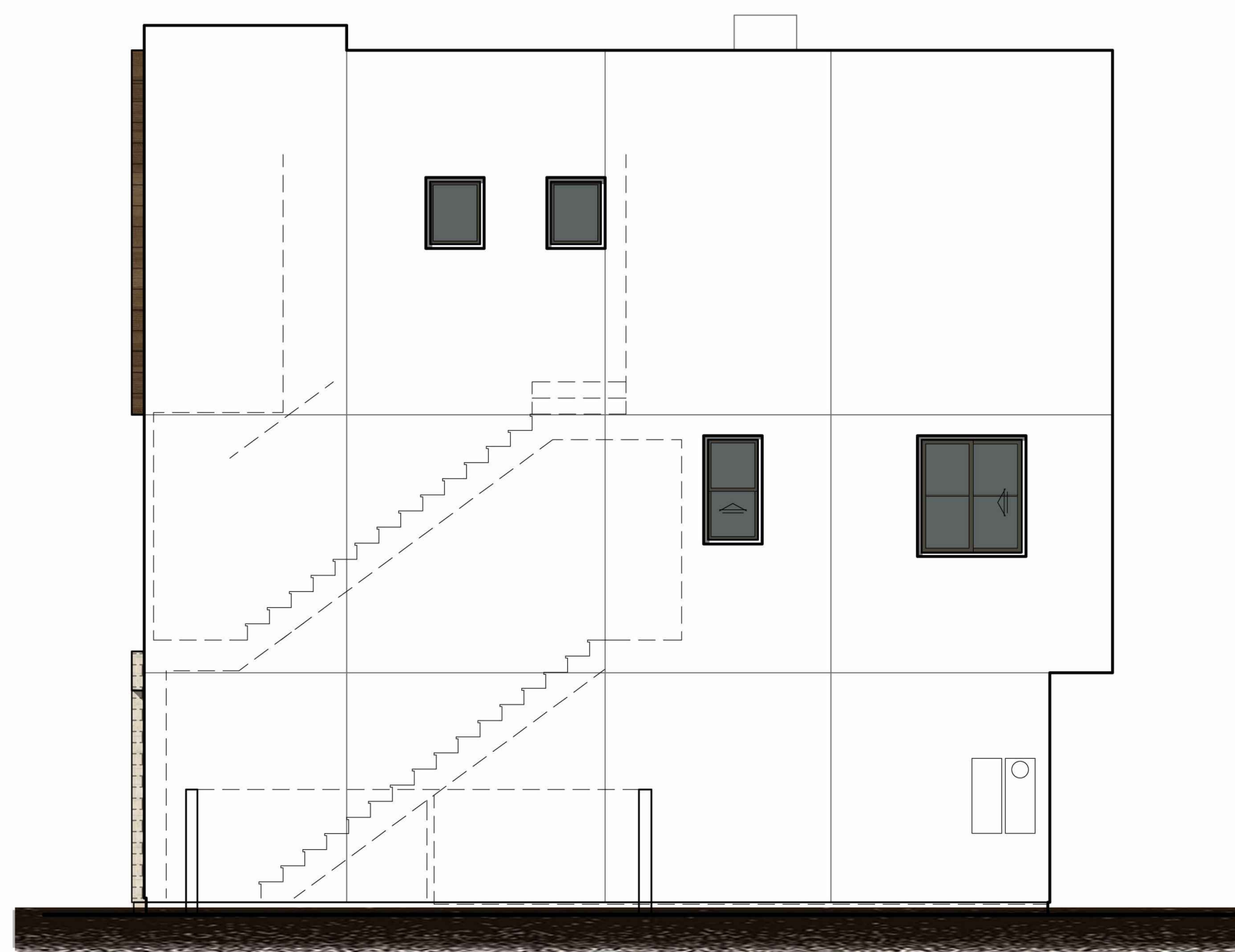
1,798 SF
4 BEDRM , 3 1/2 BA



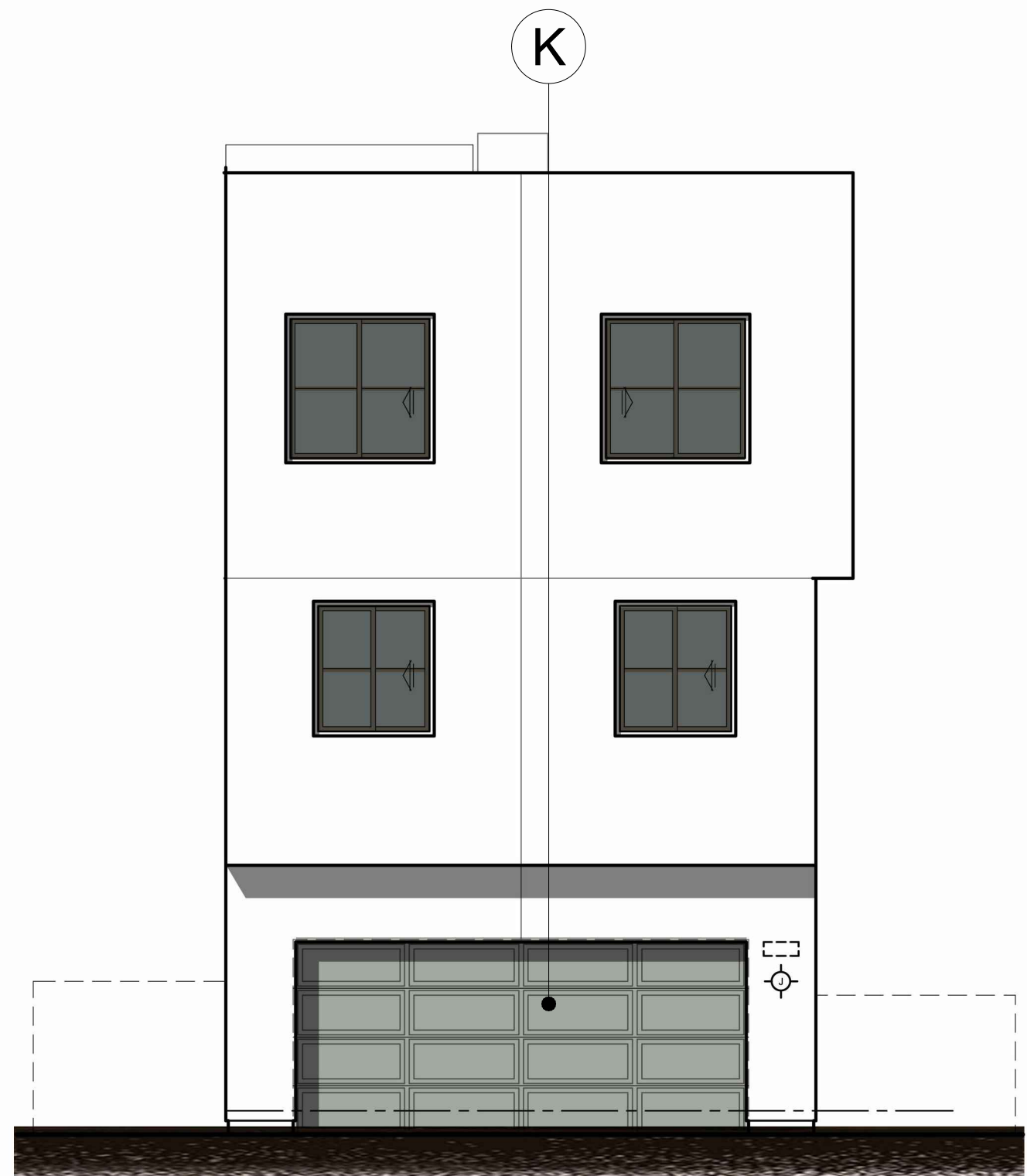
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ROSECRANS PLACE

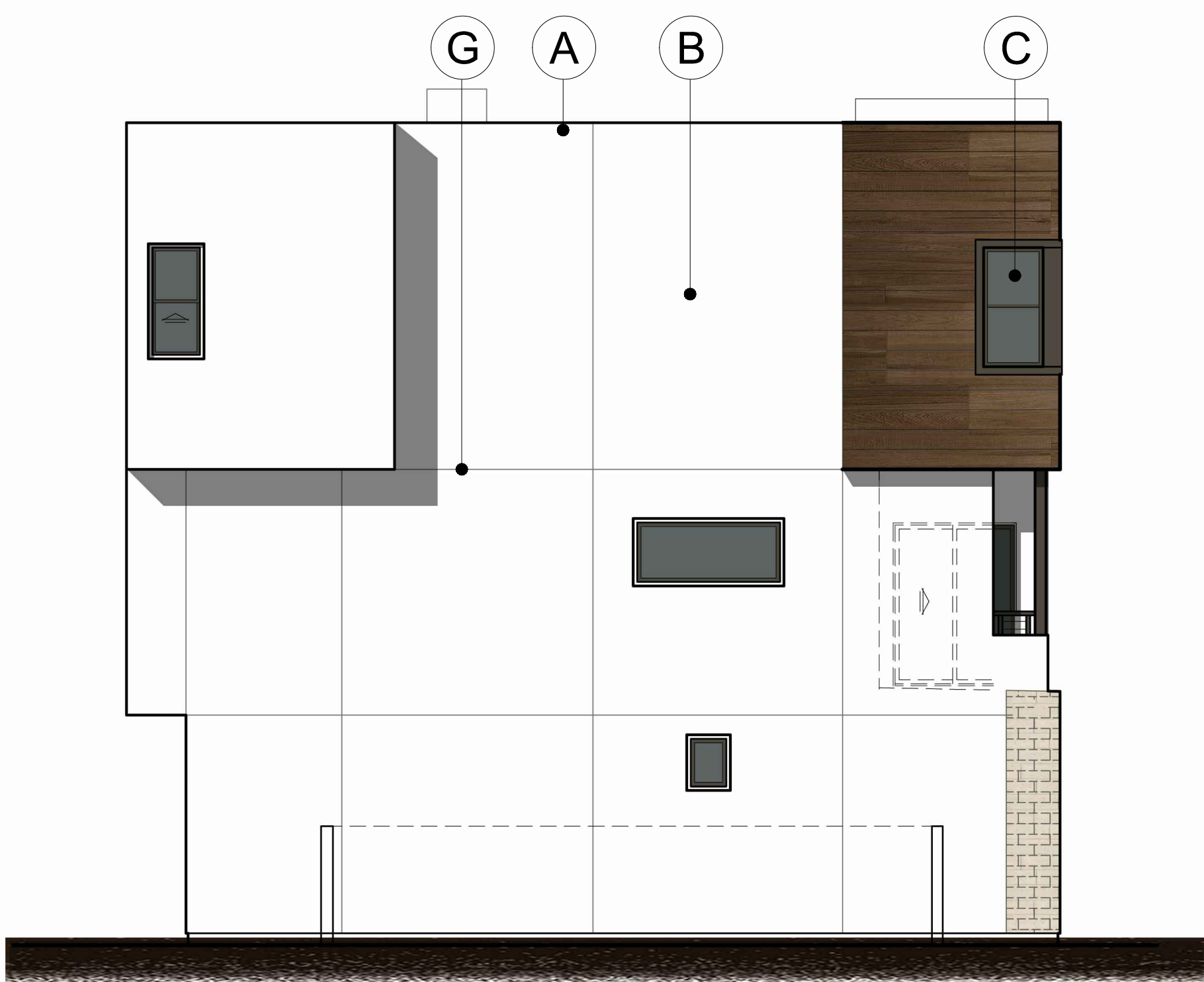
AR1.1AX.1
08.30.19



RIGHT ELEVATION



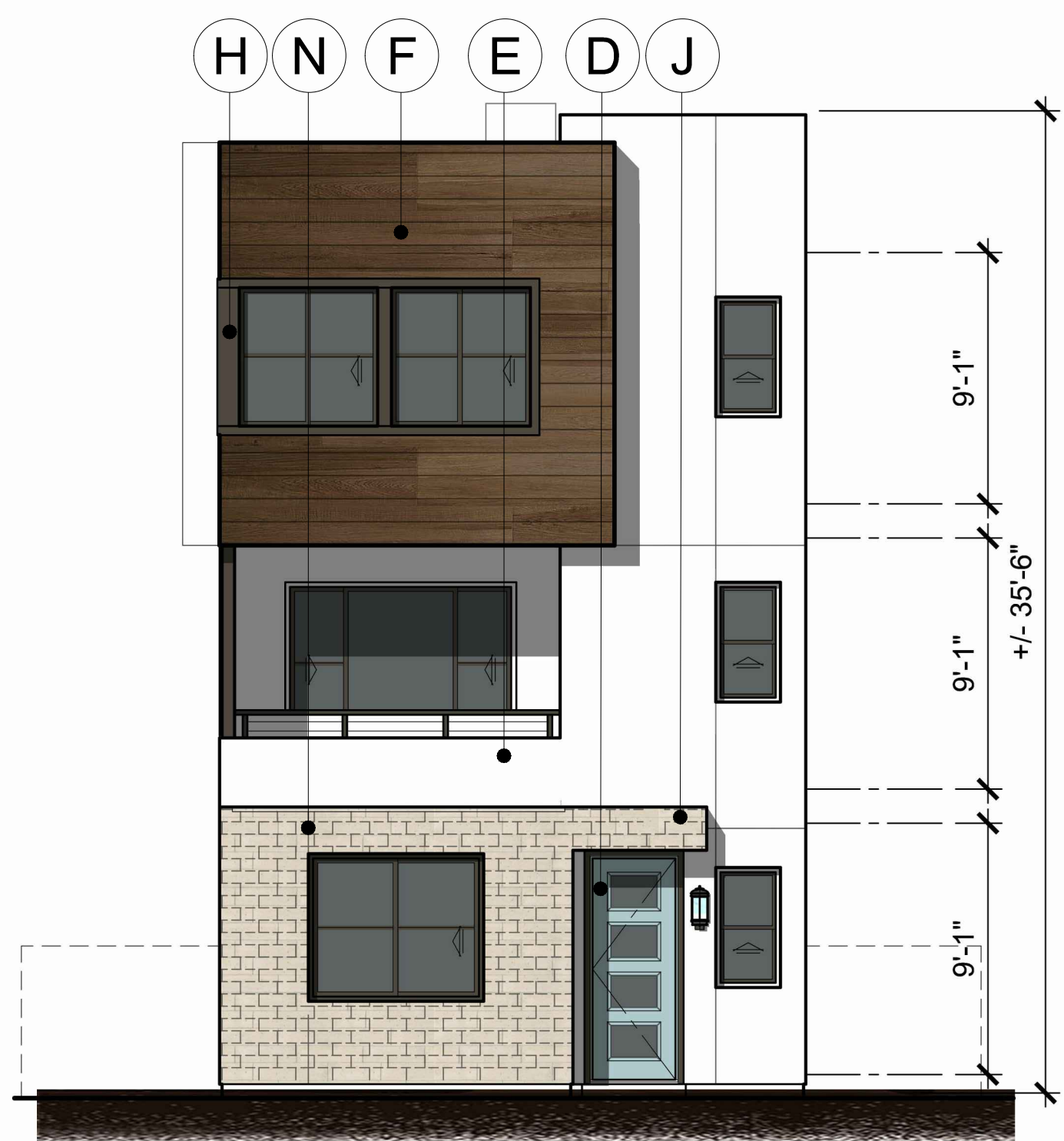
REAR ELEVATION



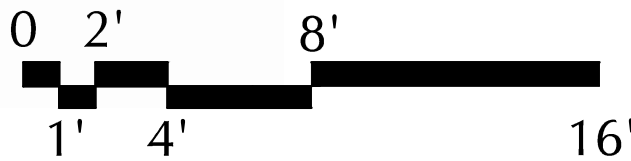
LEFT ELEVATION

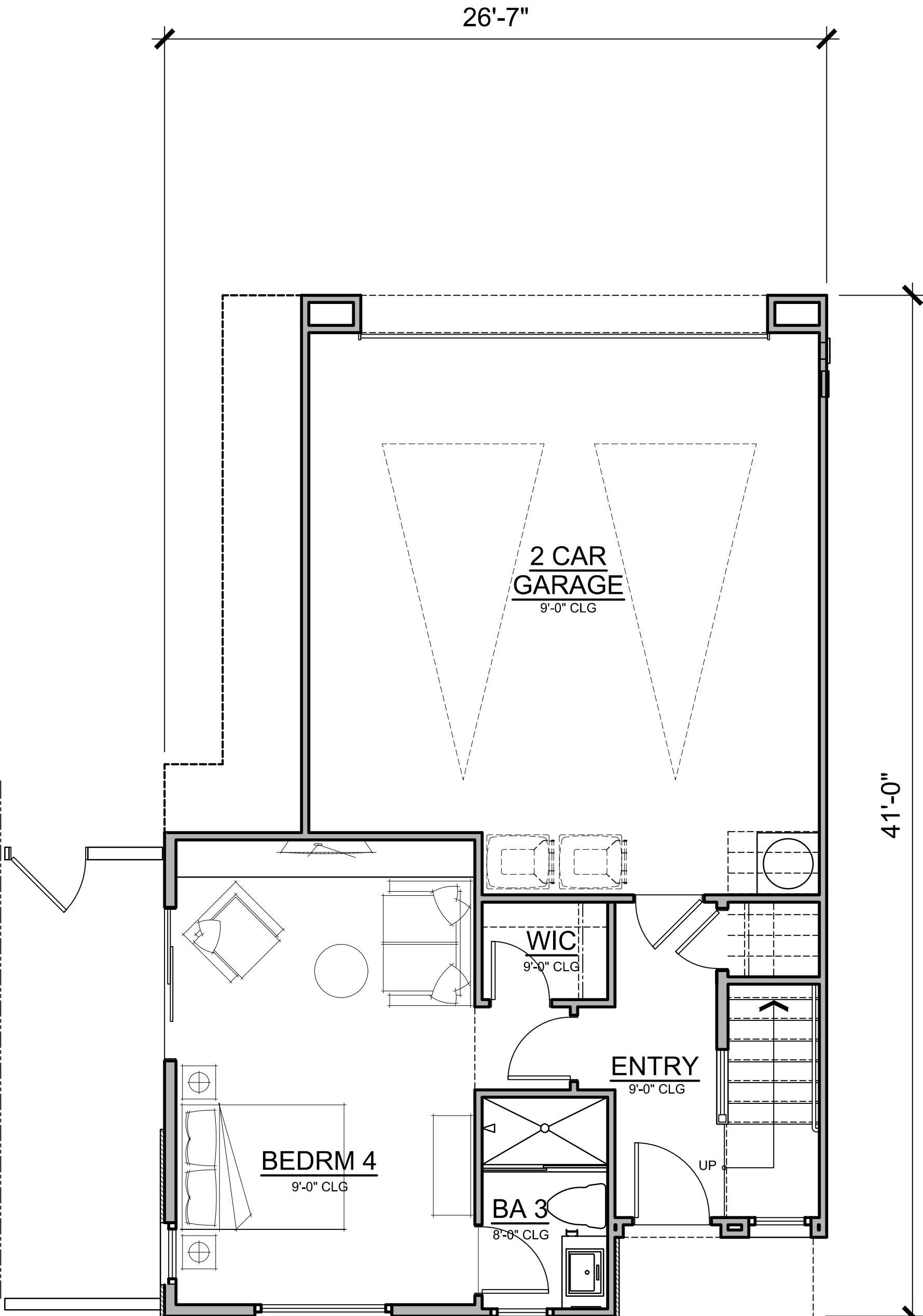
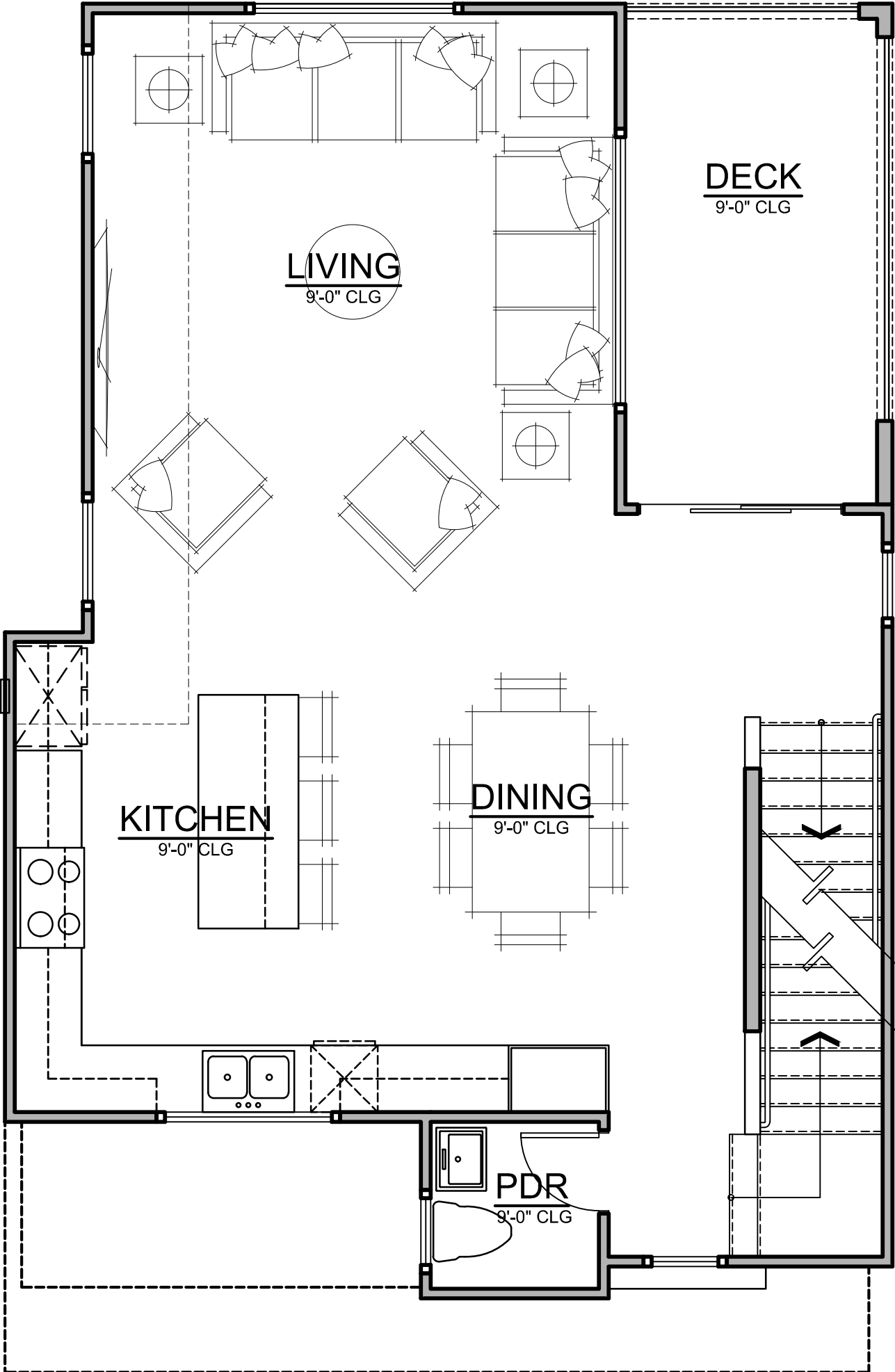
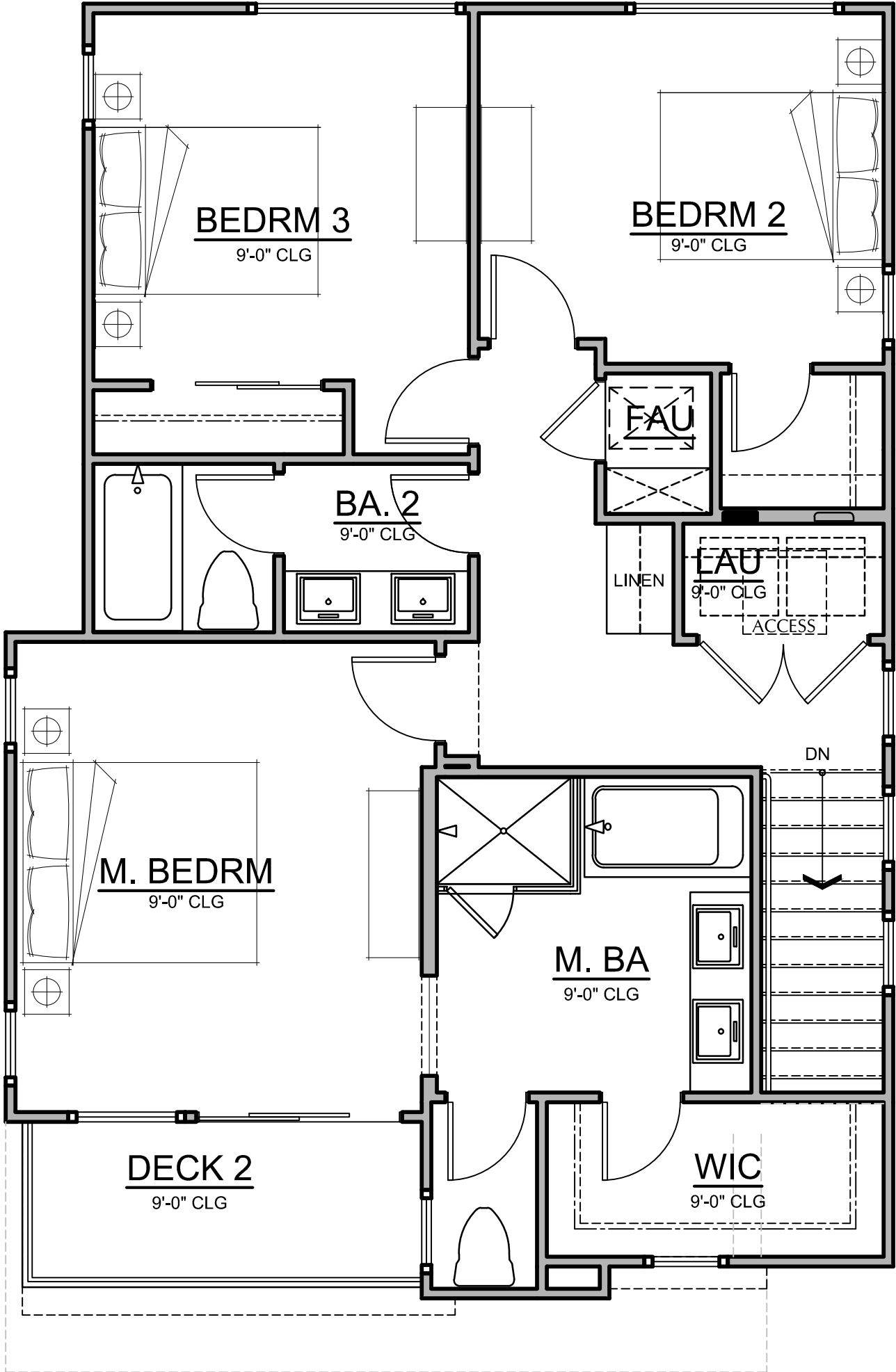
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 1AX

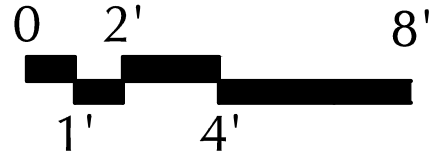


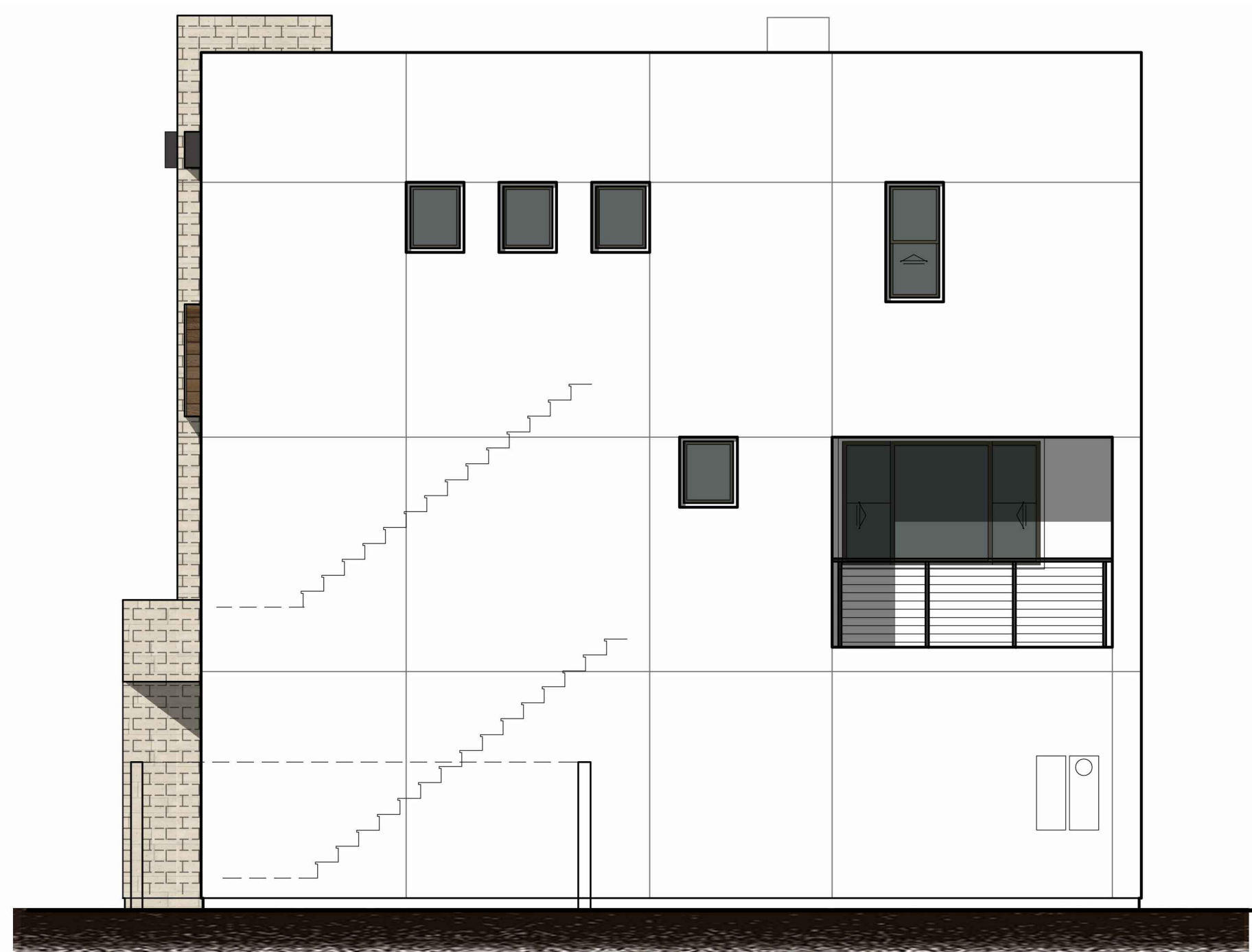
FRONT ELEVATION





PLAN 2A
2,100 SF
4 BEDRM , 3 1/2 BA

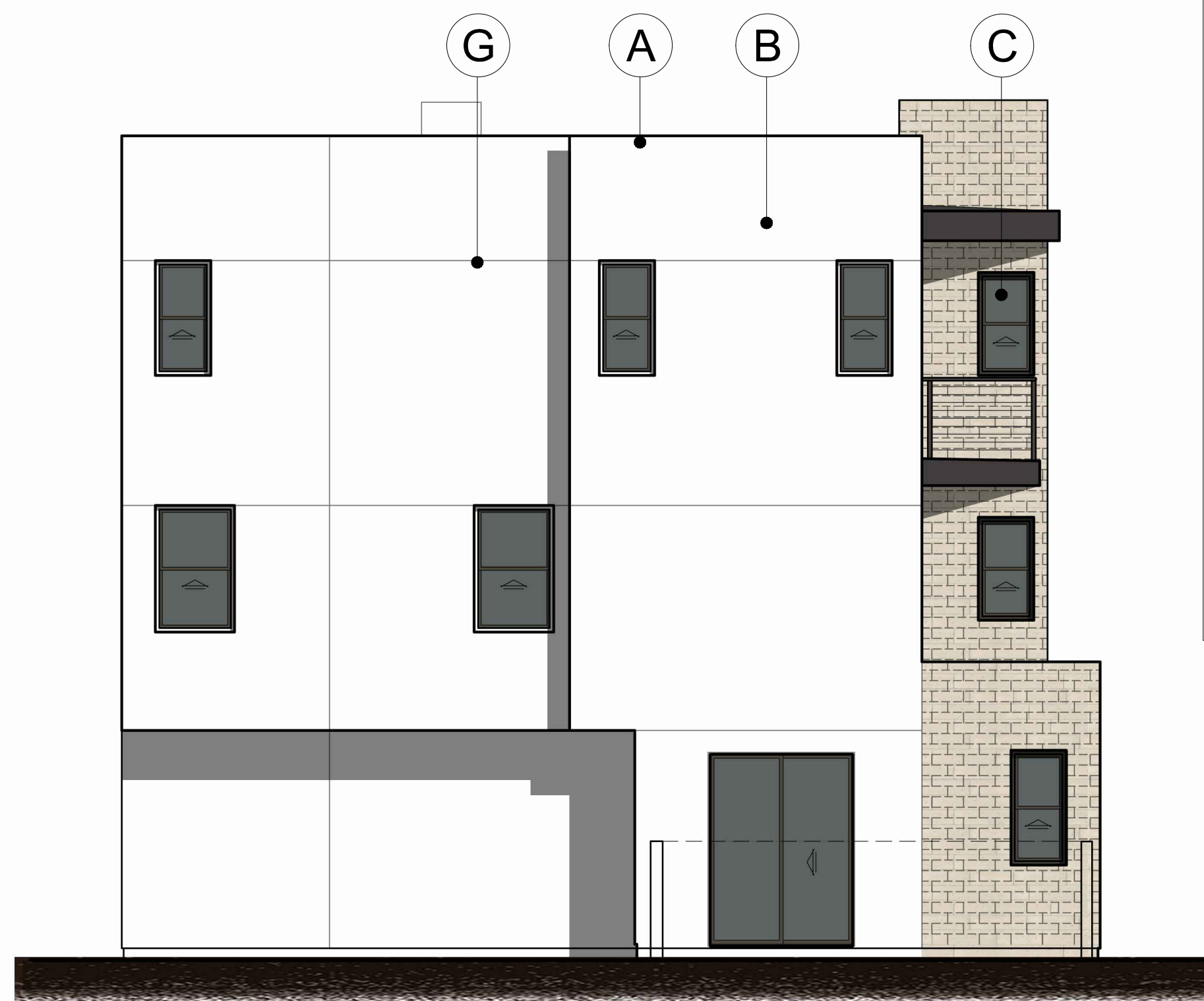




RIGHT ELEVATION



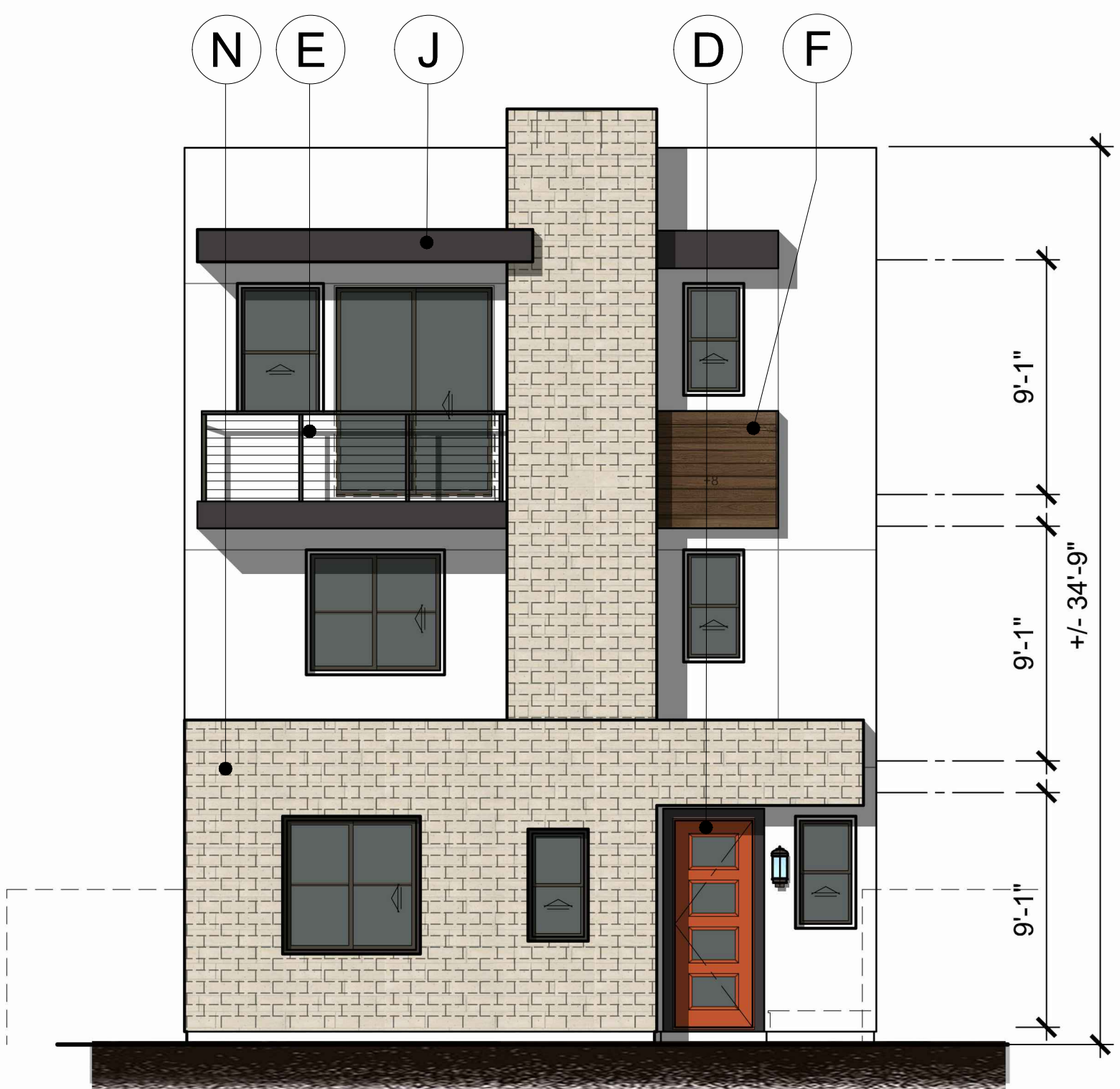
REAR ELEVATION



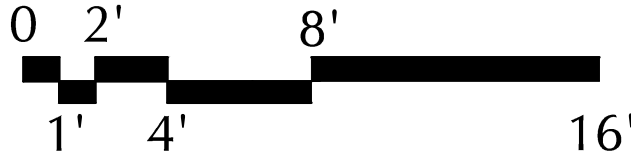
LEFT ELEVATION

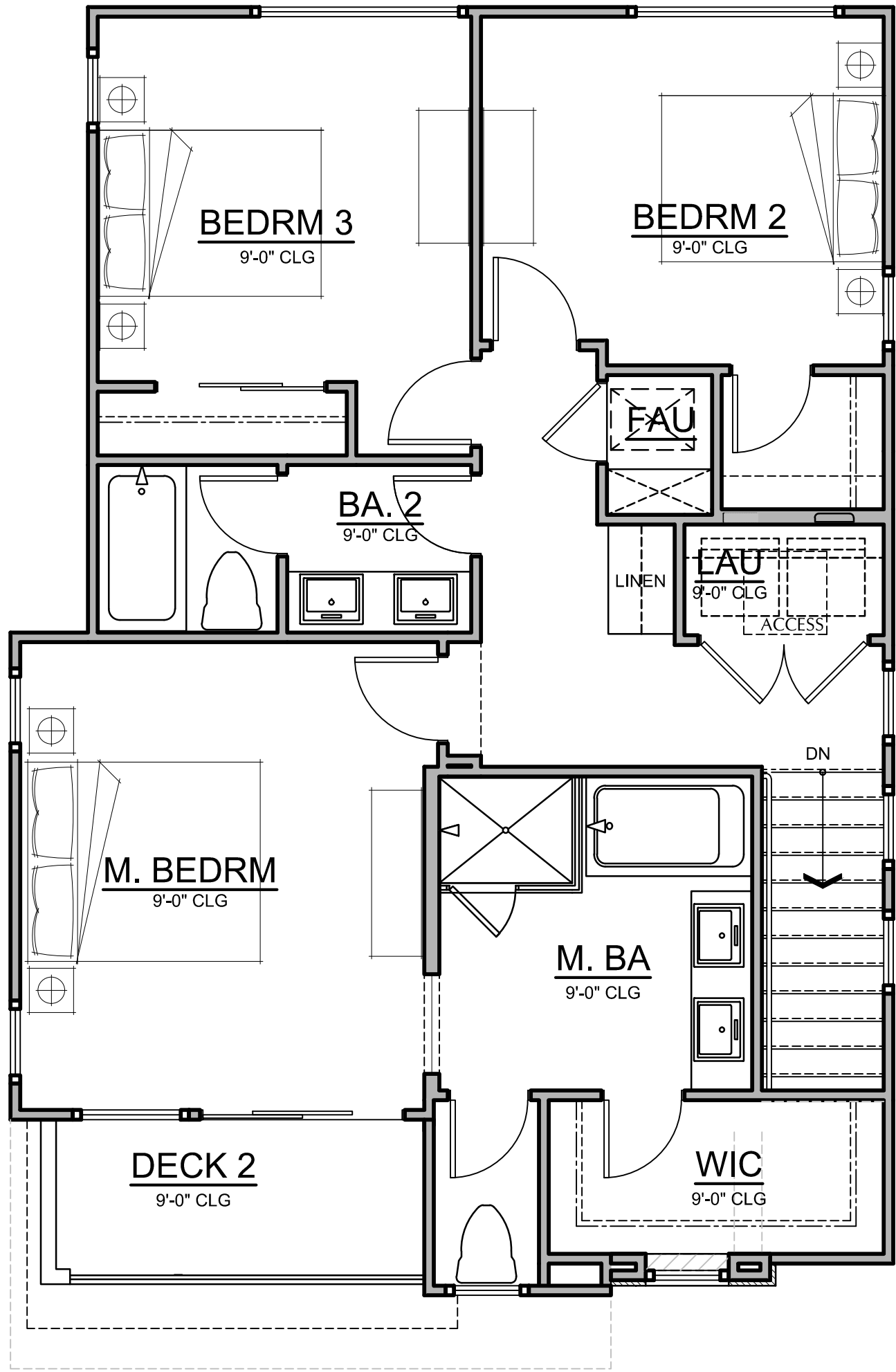
- A - ROOF PARAPET
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- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 2A



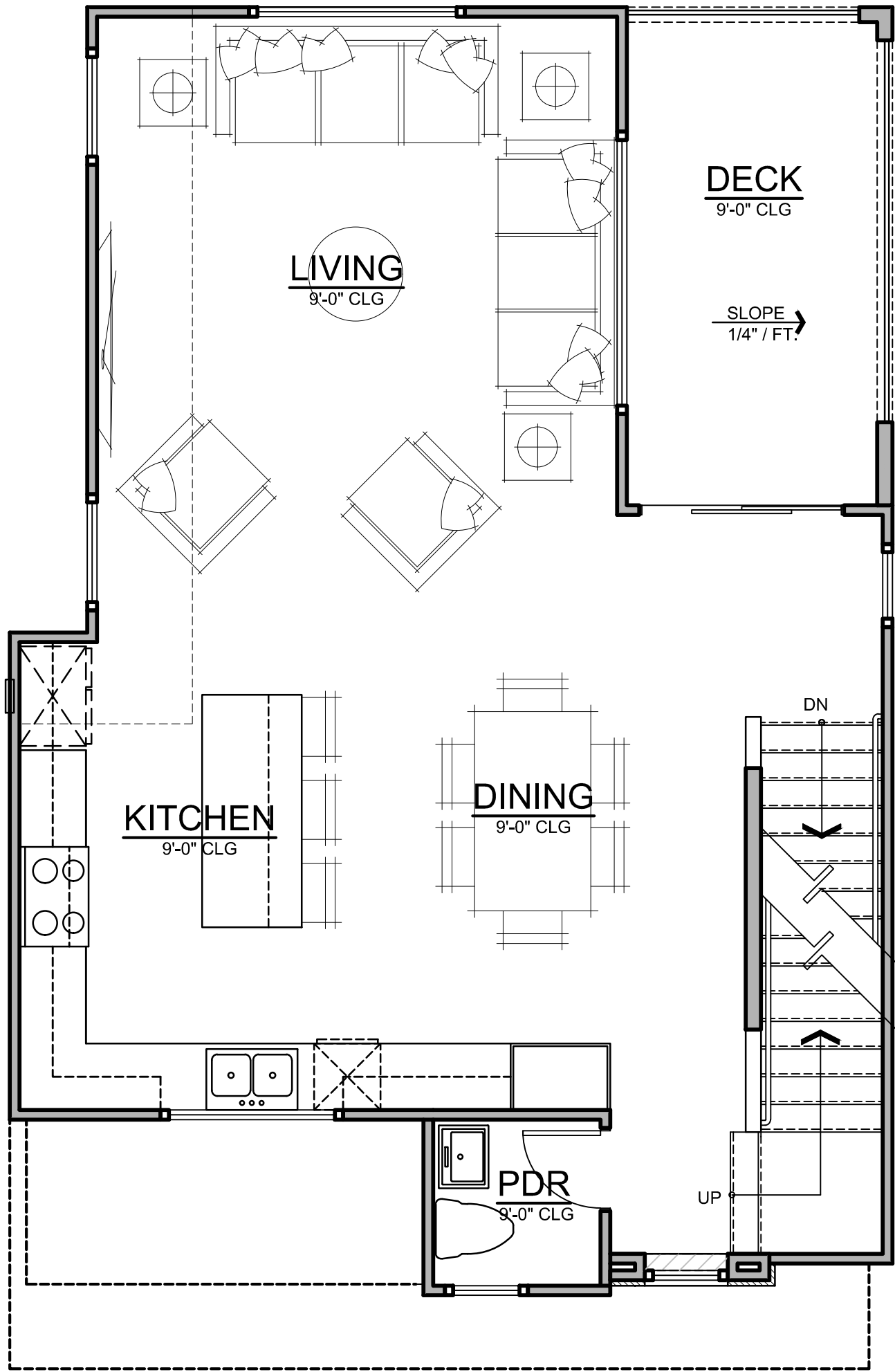
FRONT ELEVATION





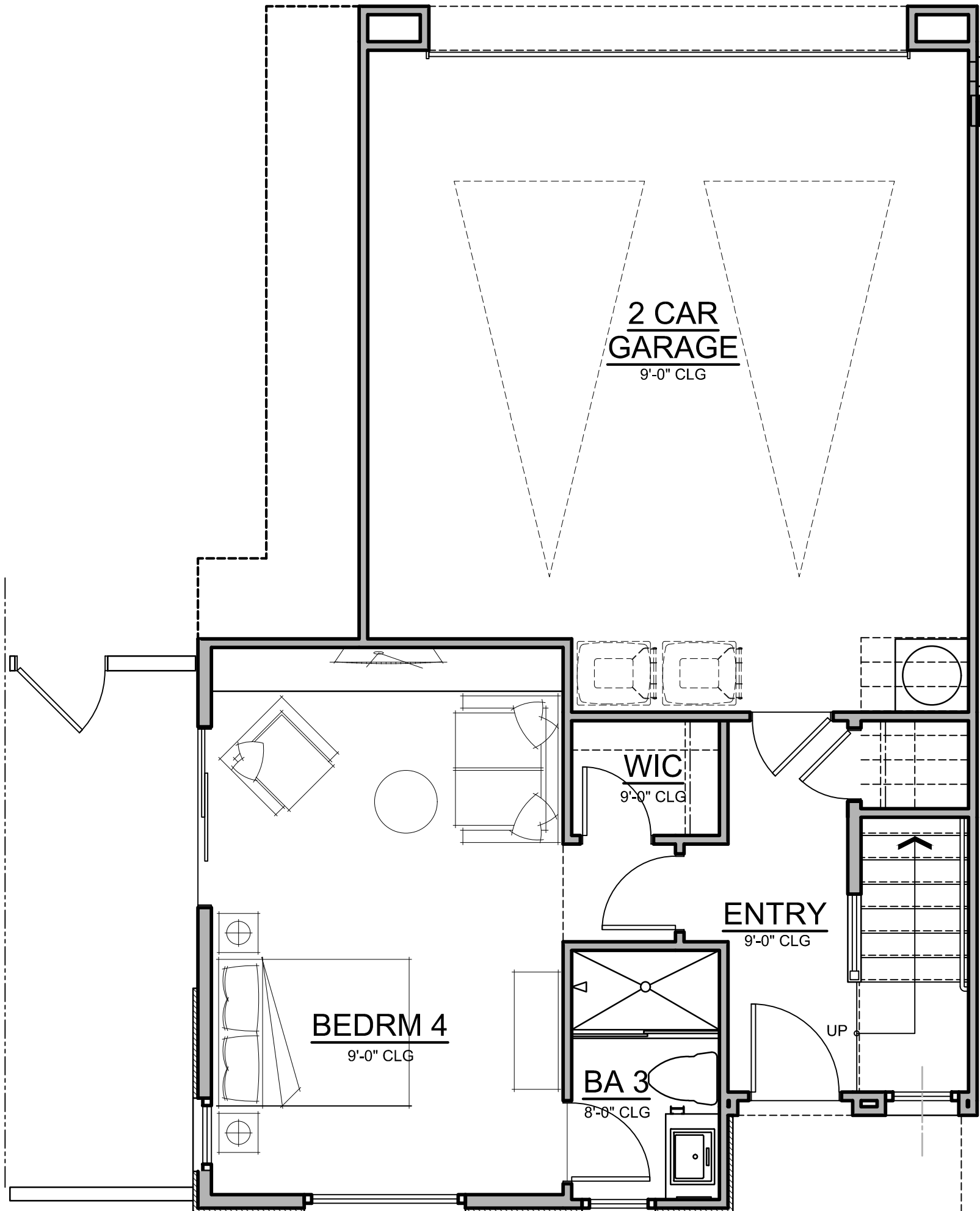
THIRD FLOOR

THIRD FLOOR PLAN

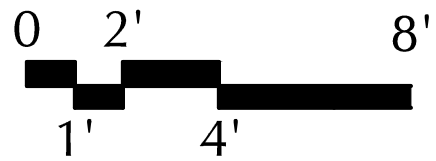


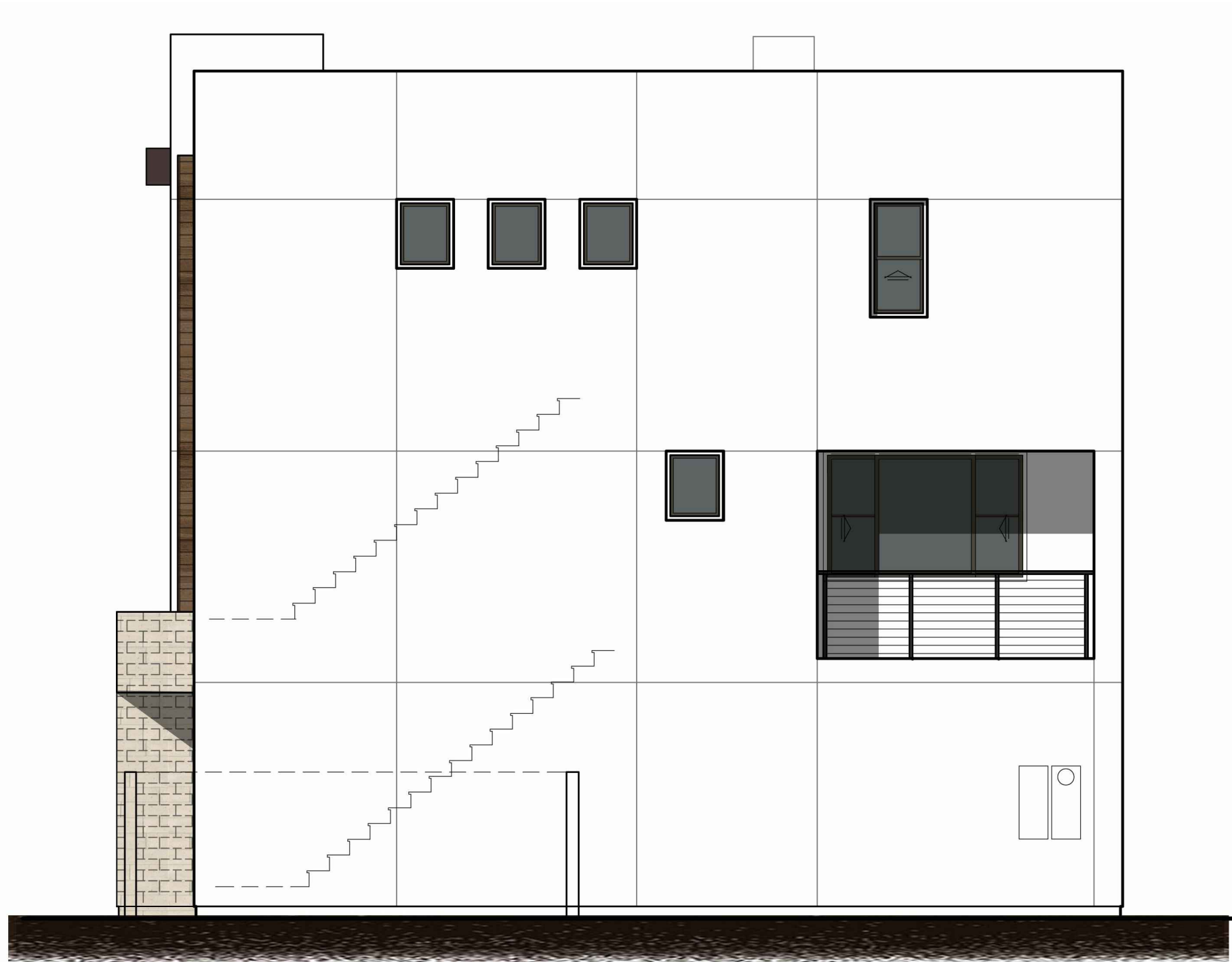
SECOND FLOOR

PLAN 2B
2,100 SF
4 BEDRM , 3 1/2 BA



FIRST FLOOR

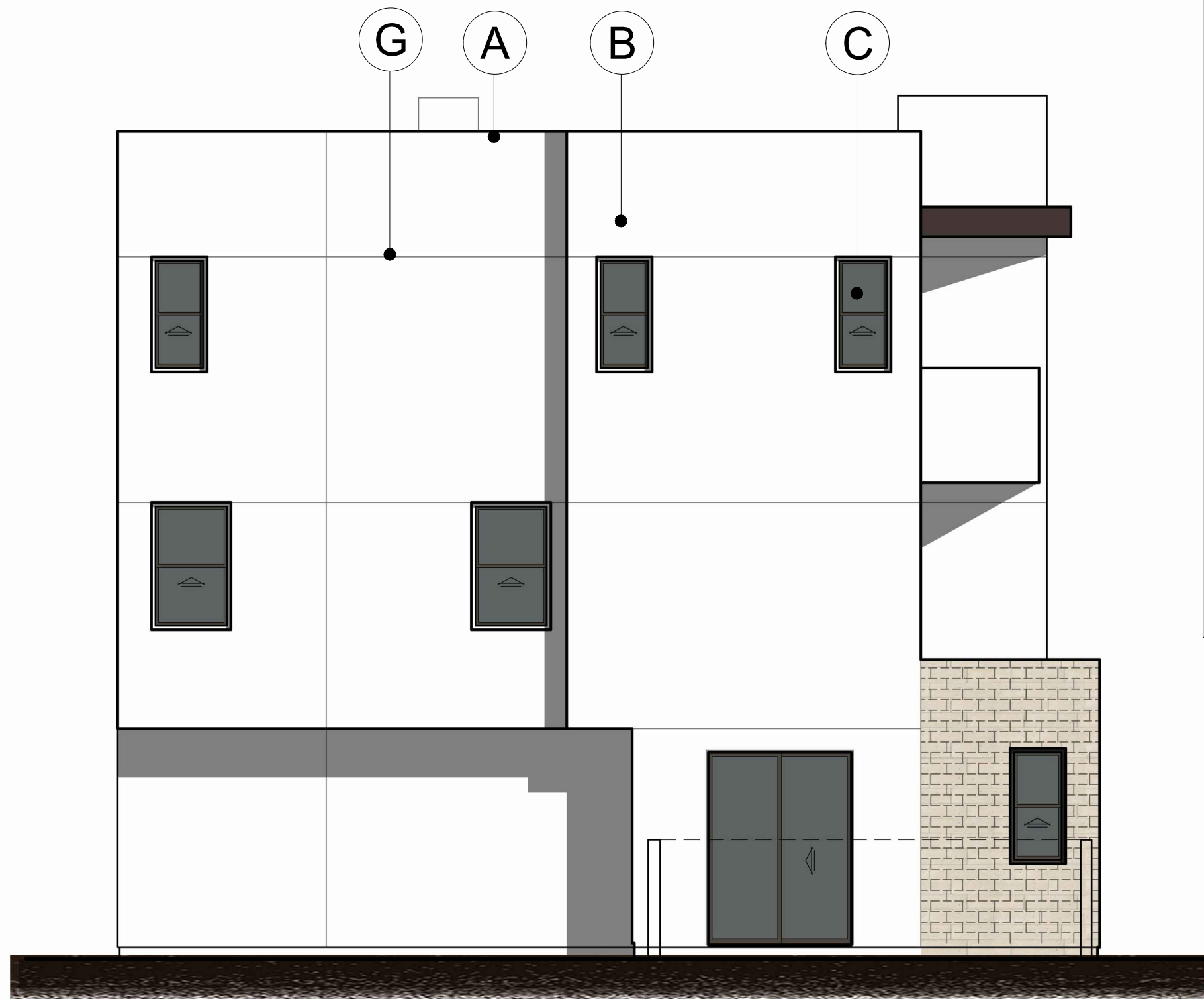




RIGHT ELEVATION



REAR ELEVATION



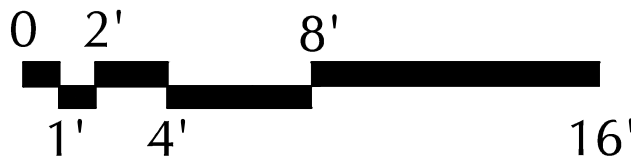
LEFT ELEVATION

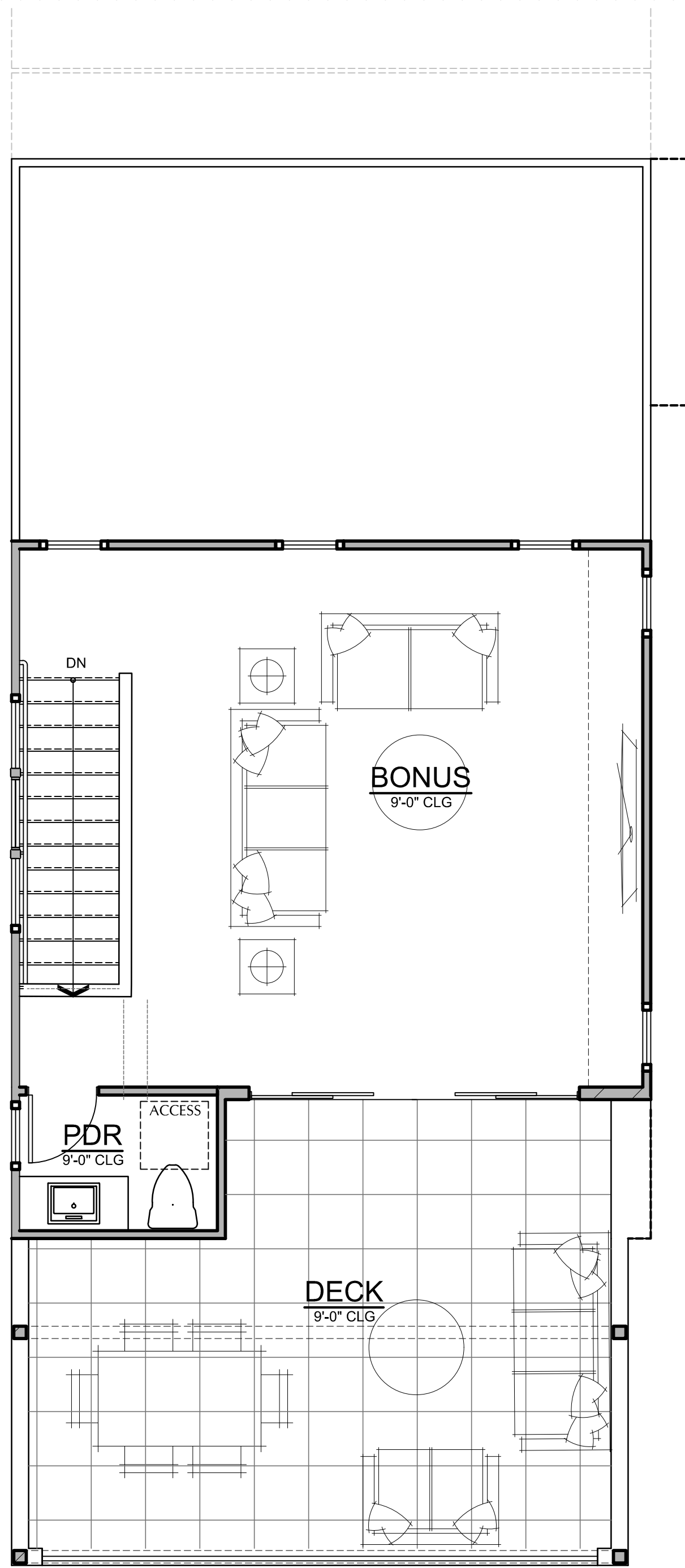
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- C - WINDOW
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- E - METAL RAILING
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- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 2B

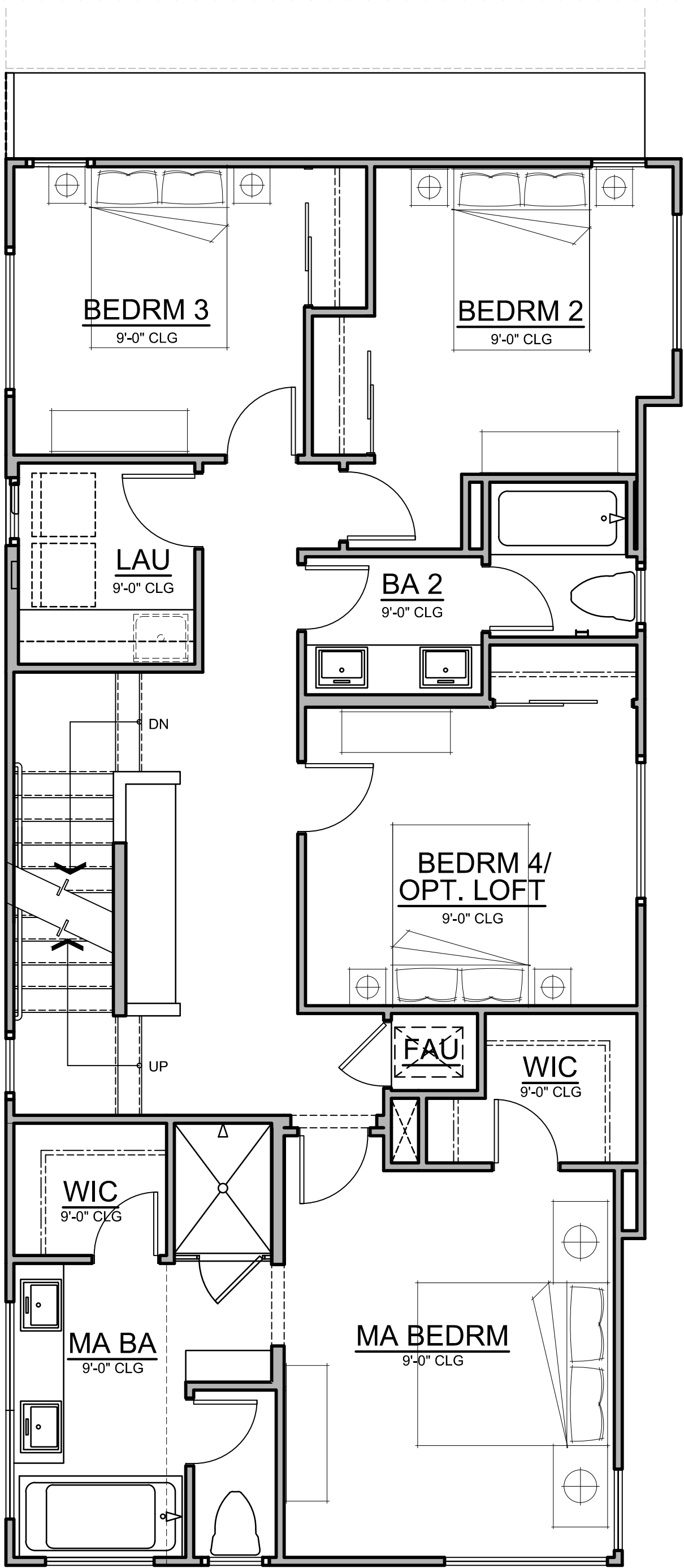


FRONT ELEVATION

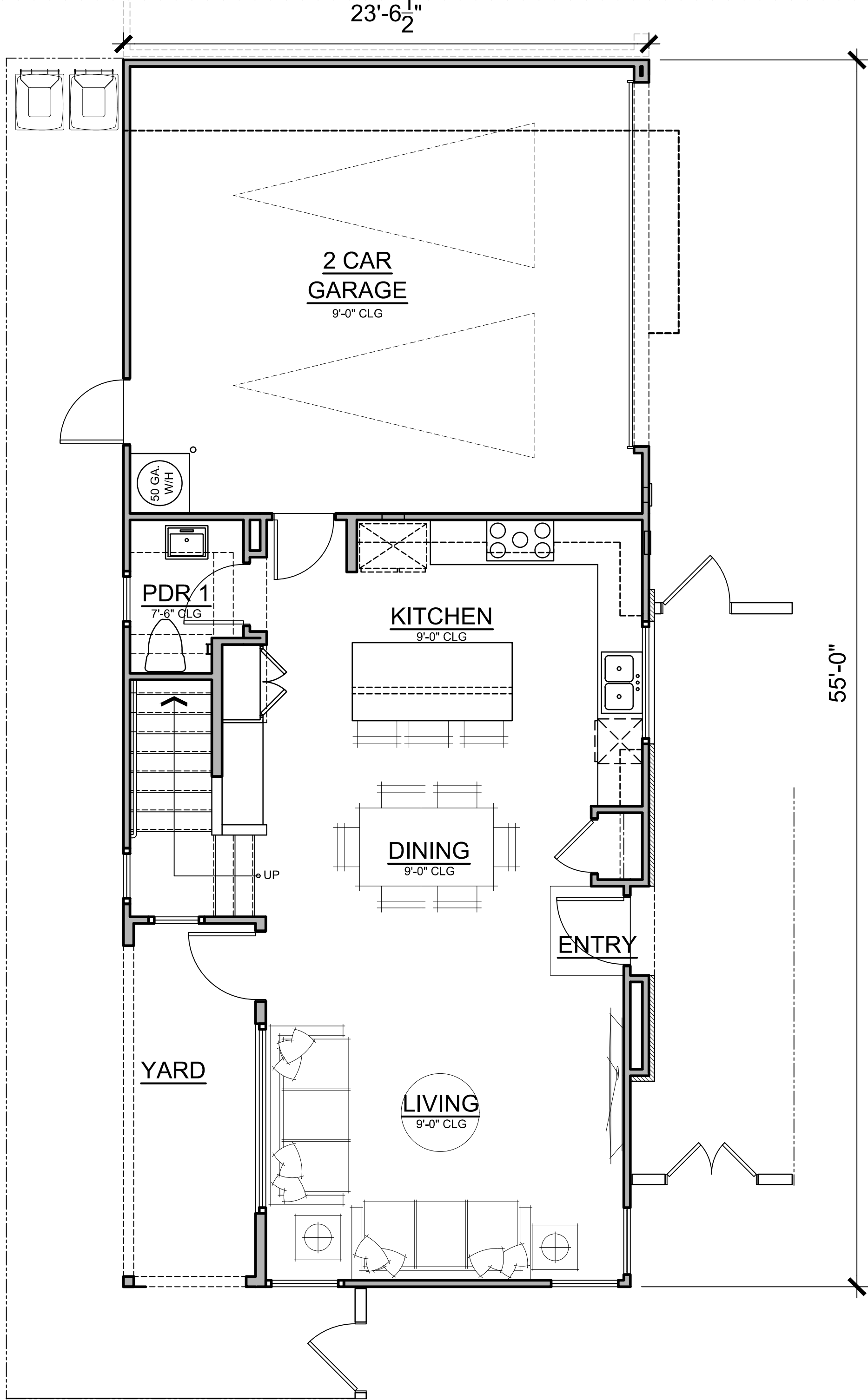




THIRD FLOOR



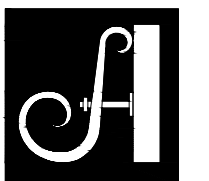
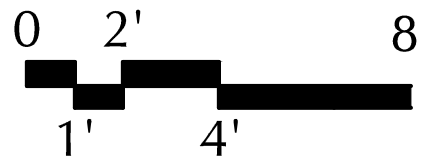
SECOND FLOOR



FIRST FLOOR

PLAN 3A

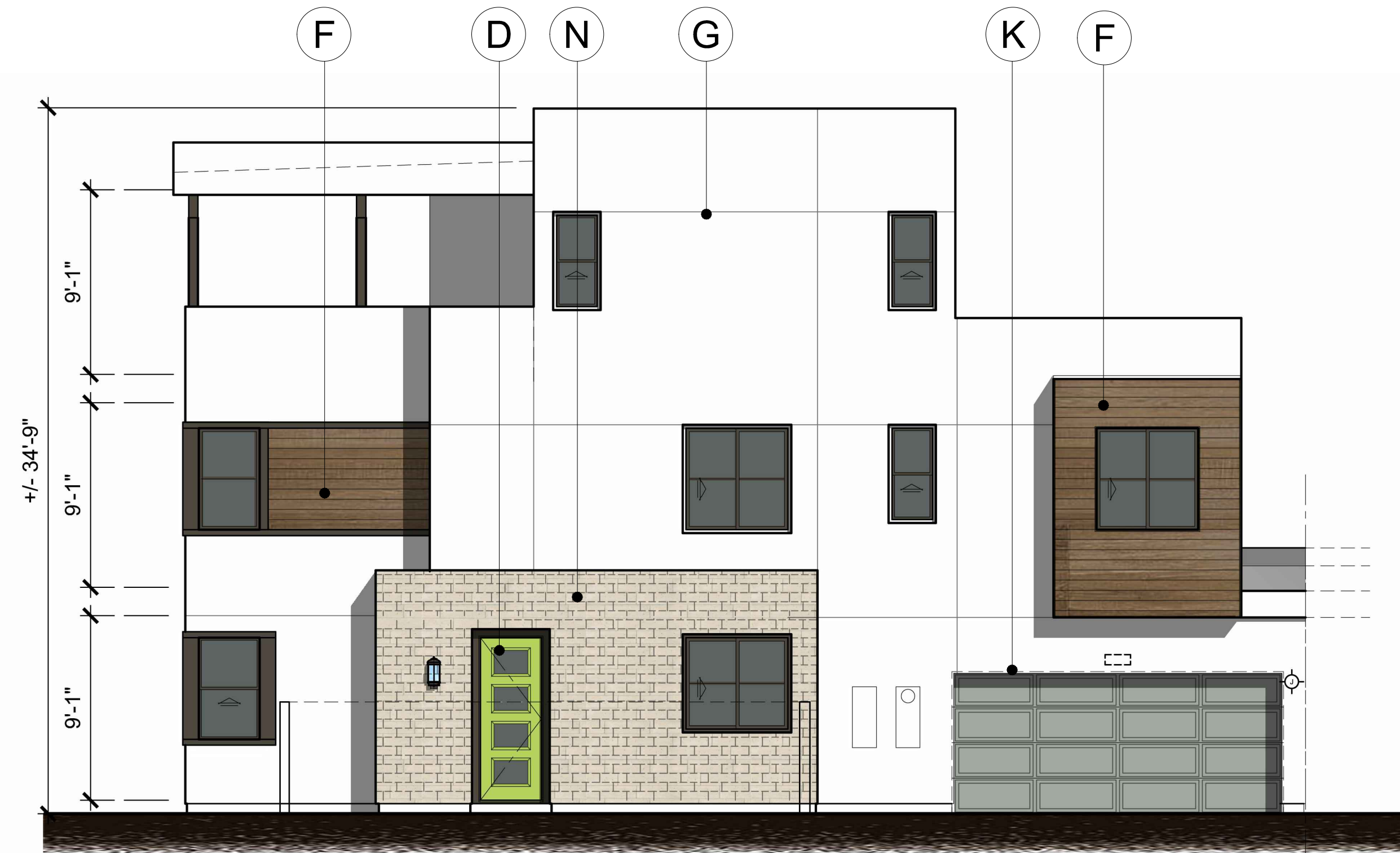
2,390 SF
4 BEDRM, 2 BA + 2 HALF BA
3RD STORY BONUS + DECK



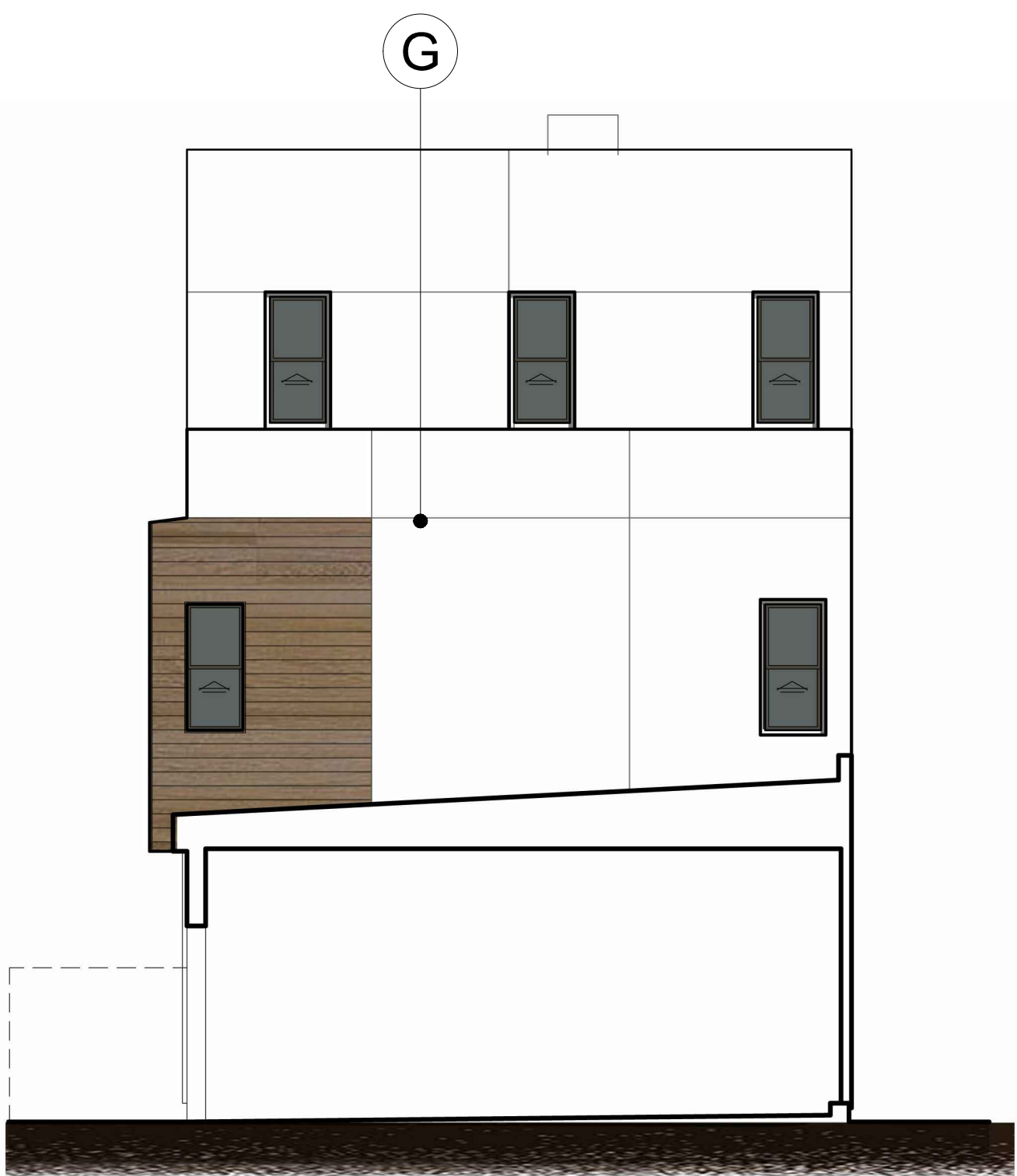
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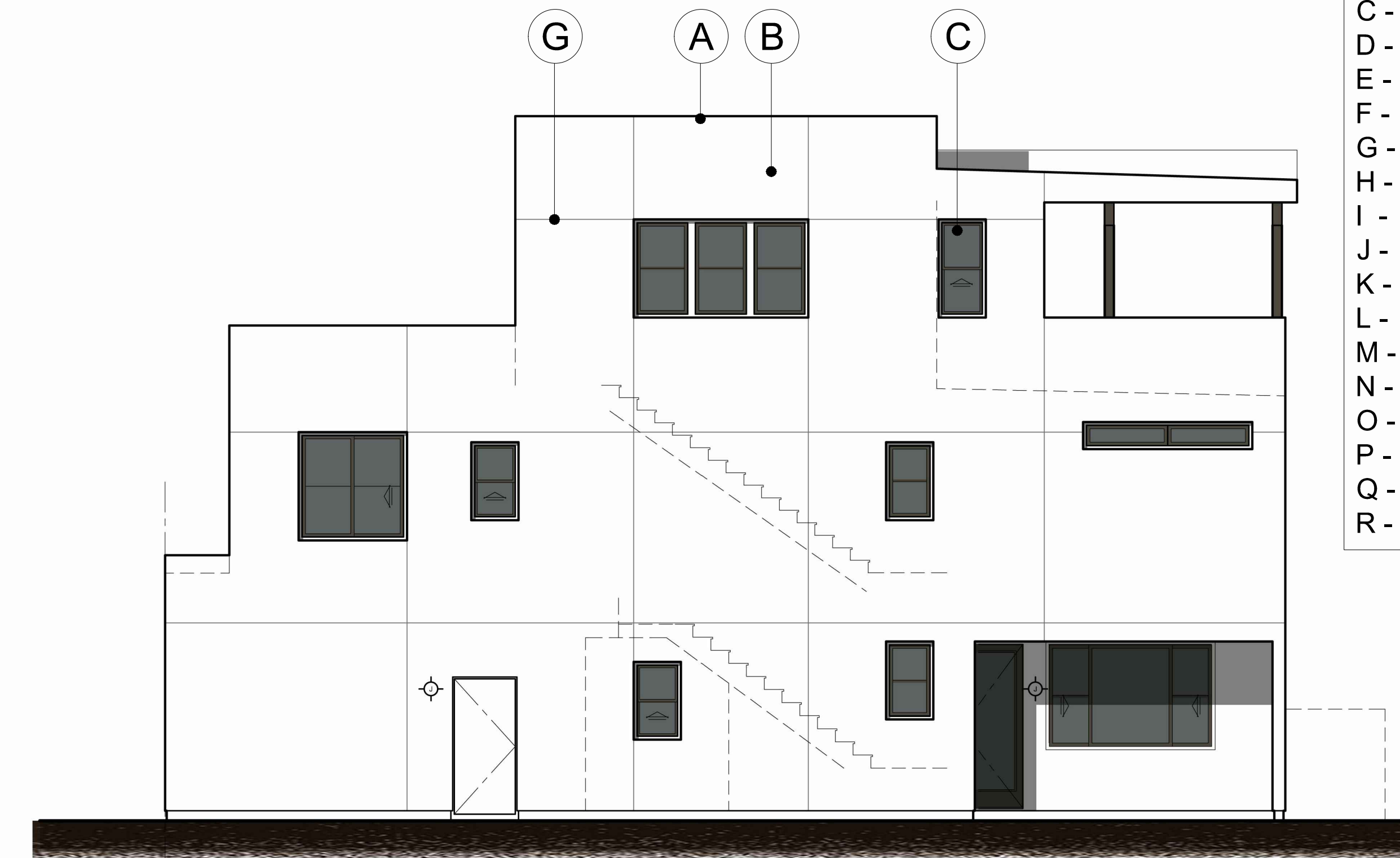
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RIGHT/ENTRY ELEVATION



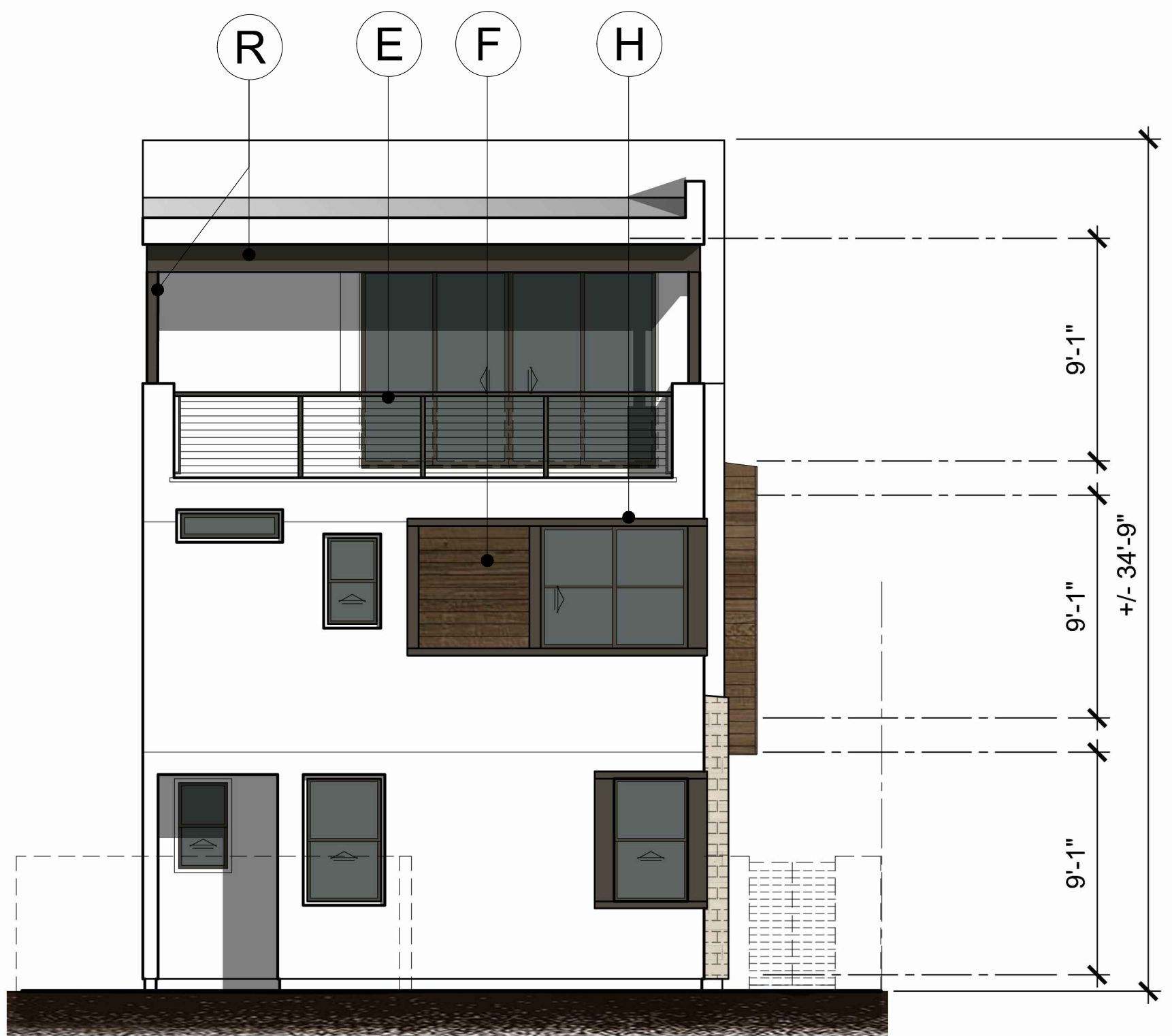
REAR ELEVATION



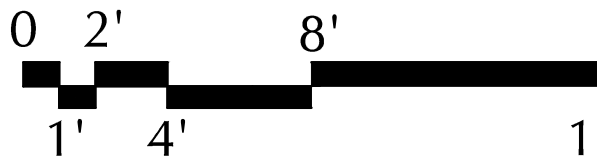
LEFT ELEVATION

- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 3A



FRONT ELEVATION

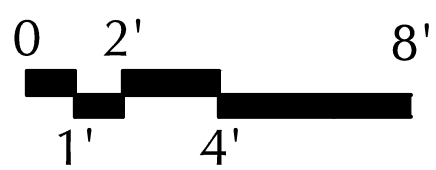


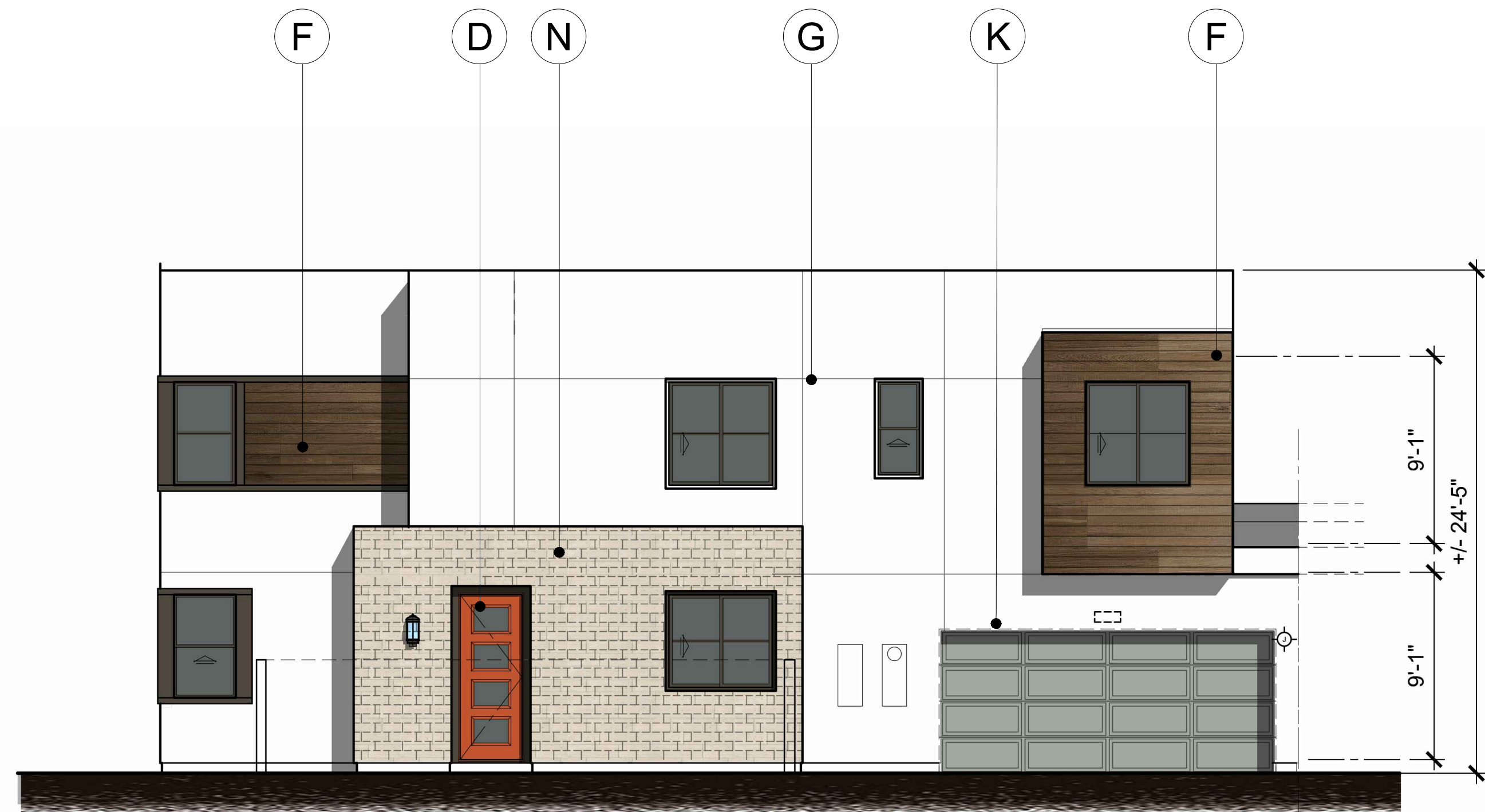


SECOND FLOOR OPTION
W/O 3RD FLOOR / DECK

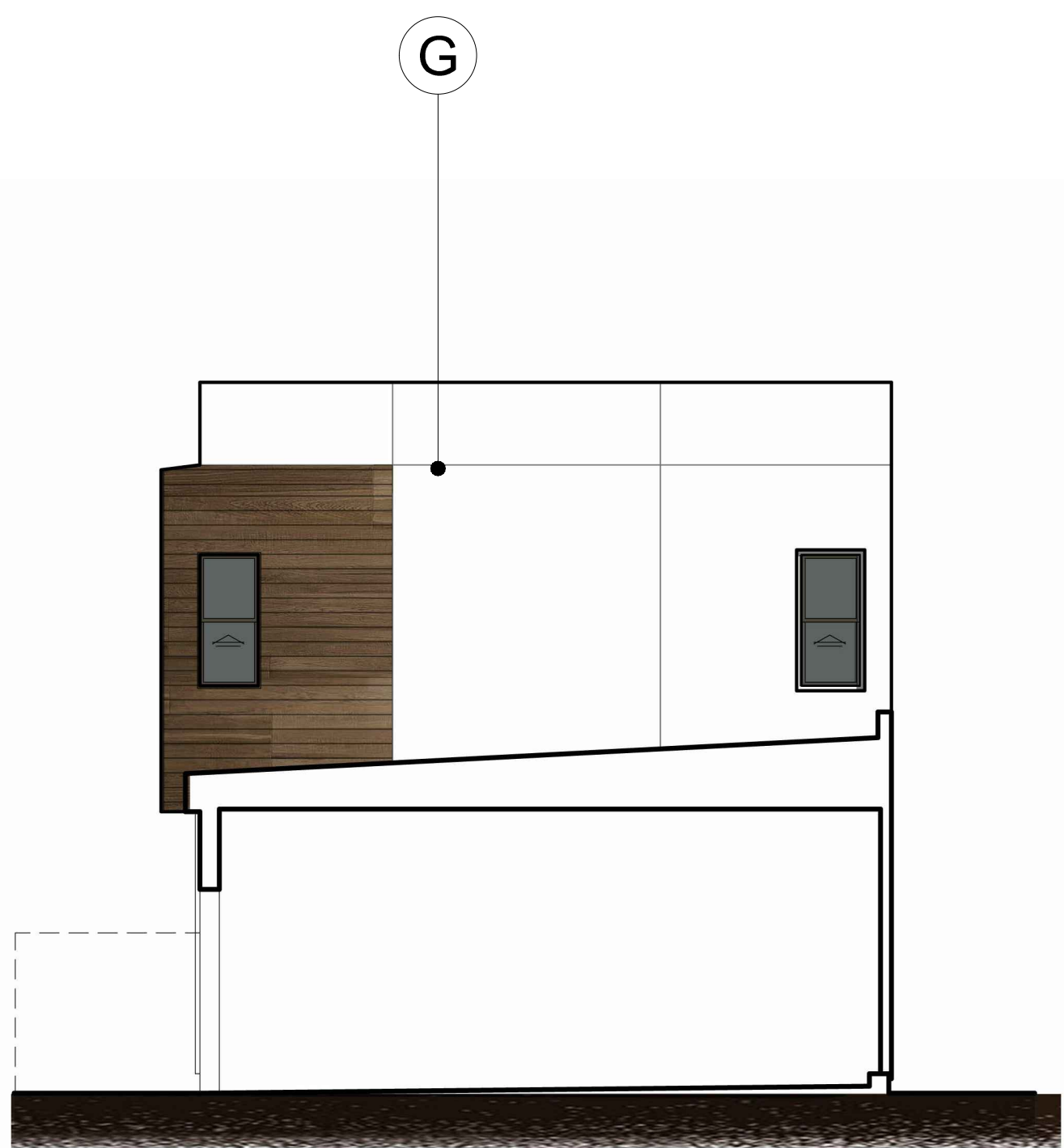
PLAN 3AX

1,865 SF
4 BEDRM , 2 1/2 BA

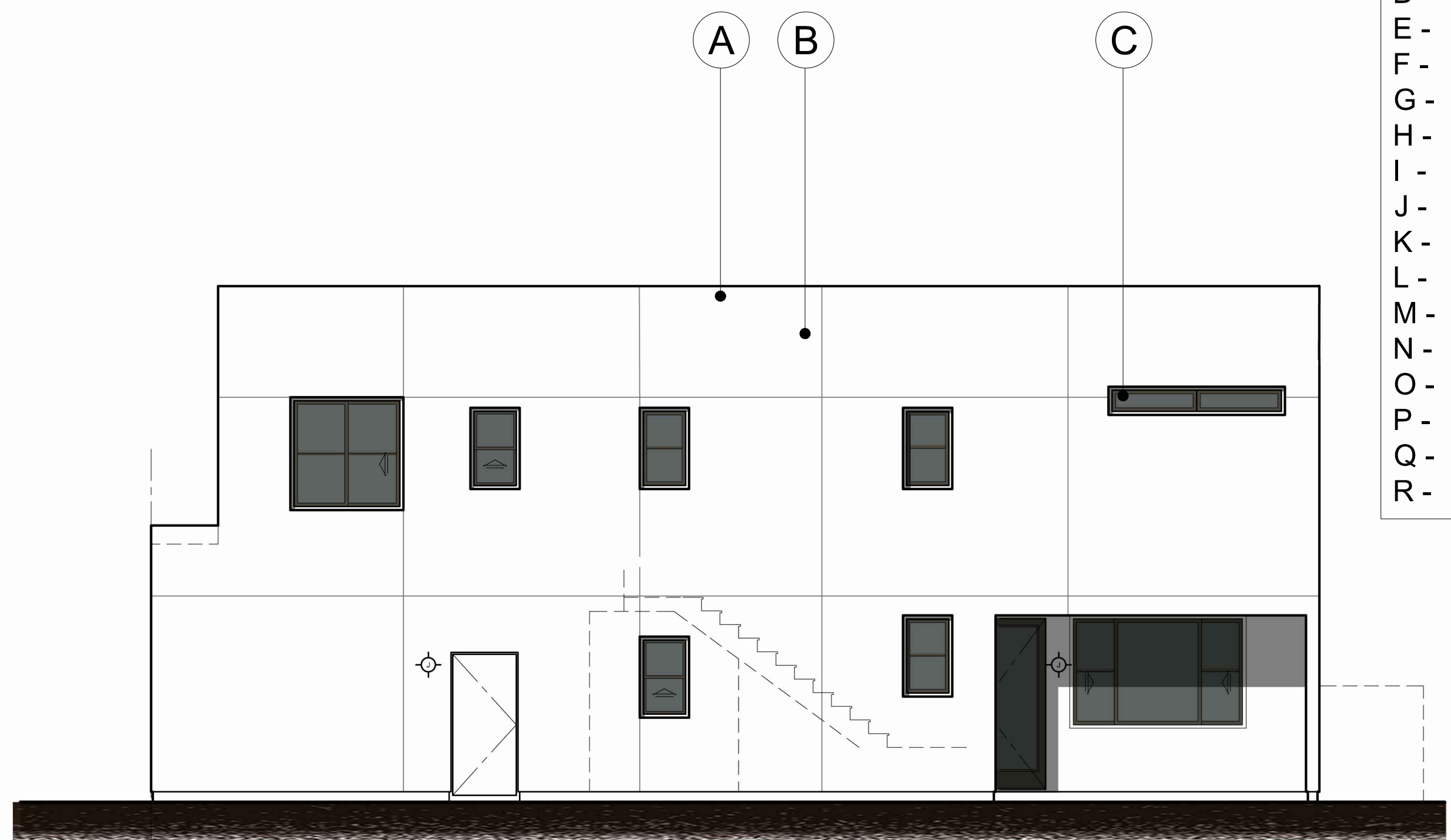




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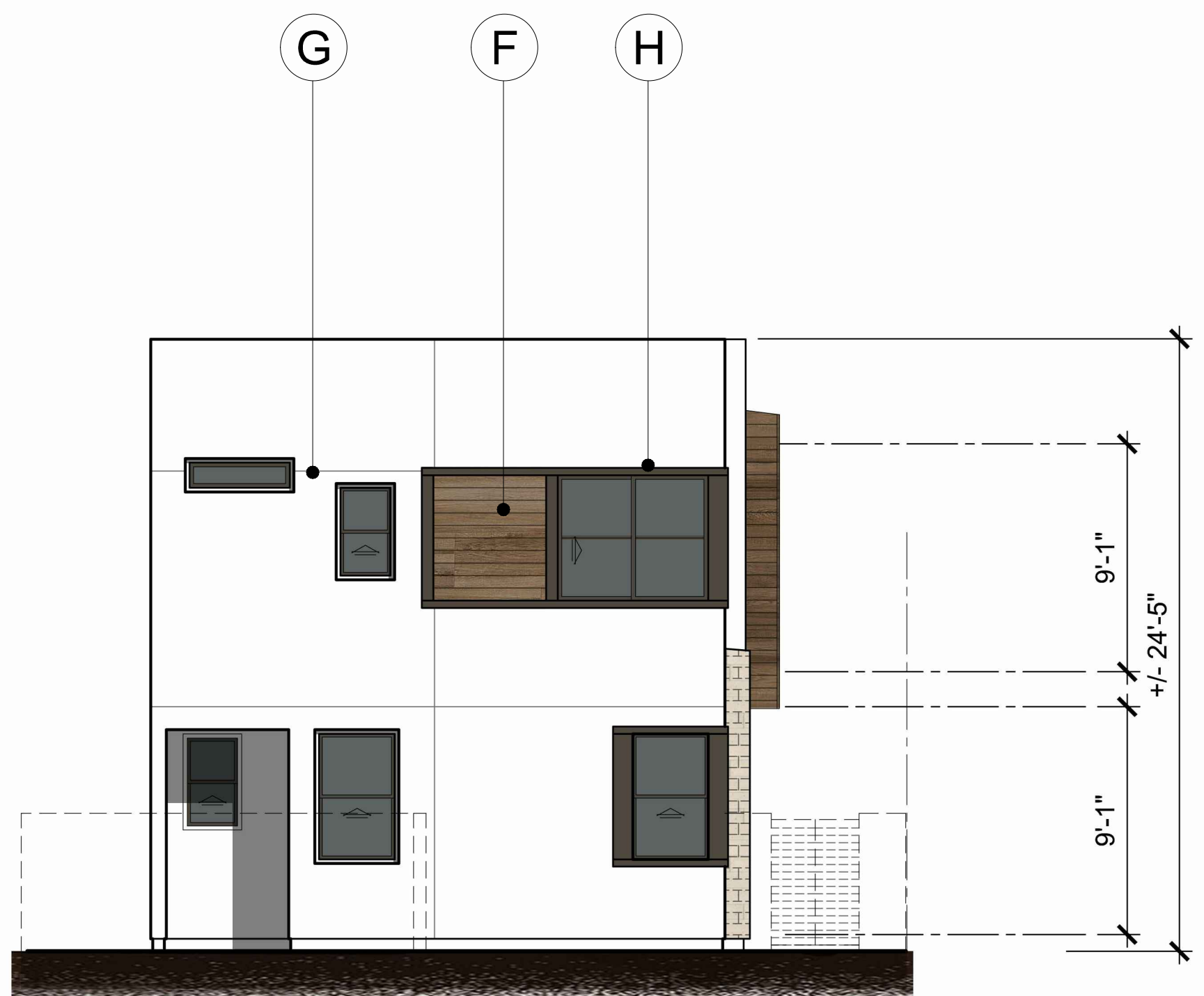


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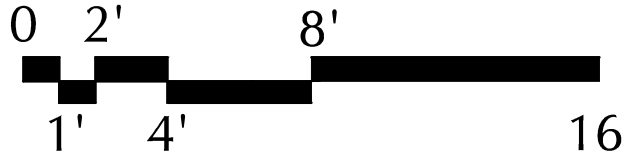
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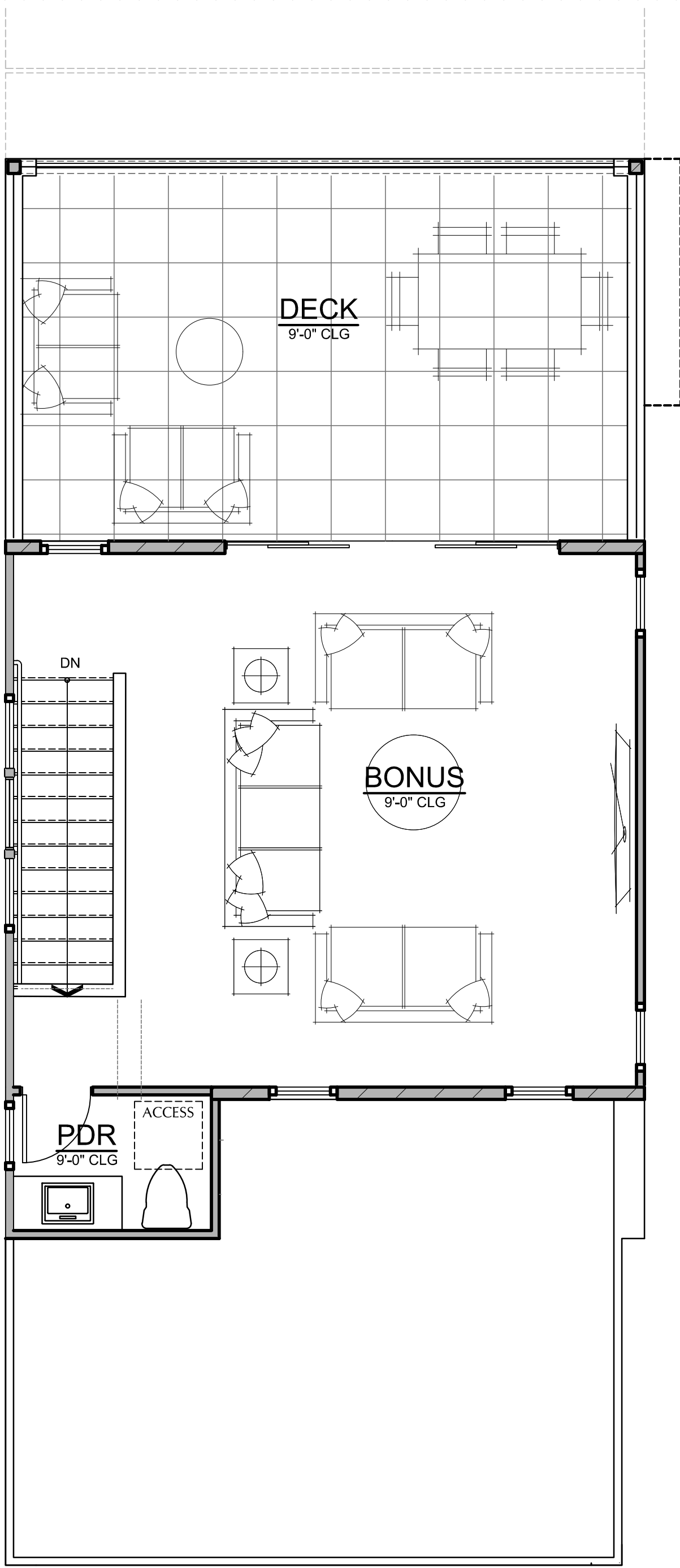
- A - ROOF PARAPET
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- C - WINDOW
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- E - METAL RAILING
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- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BREAM



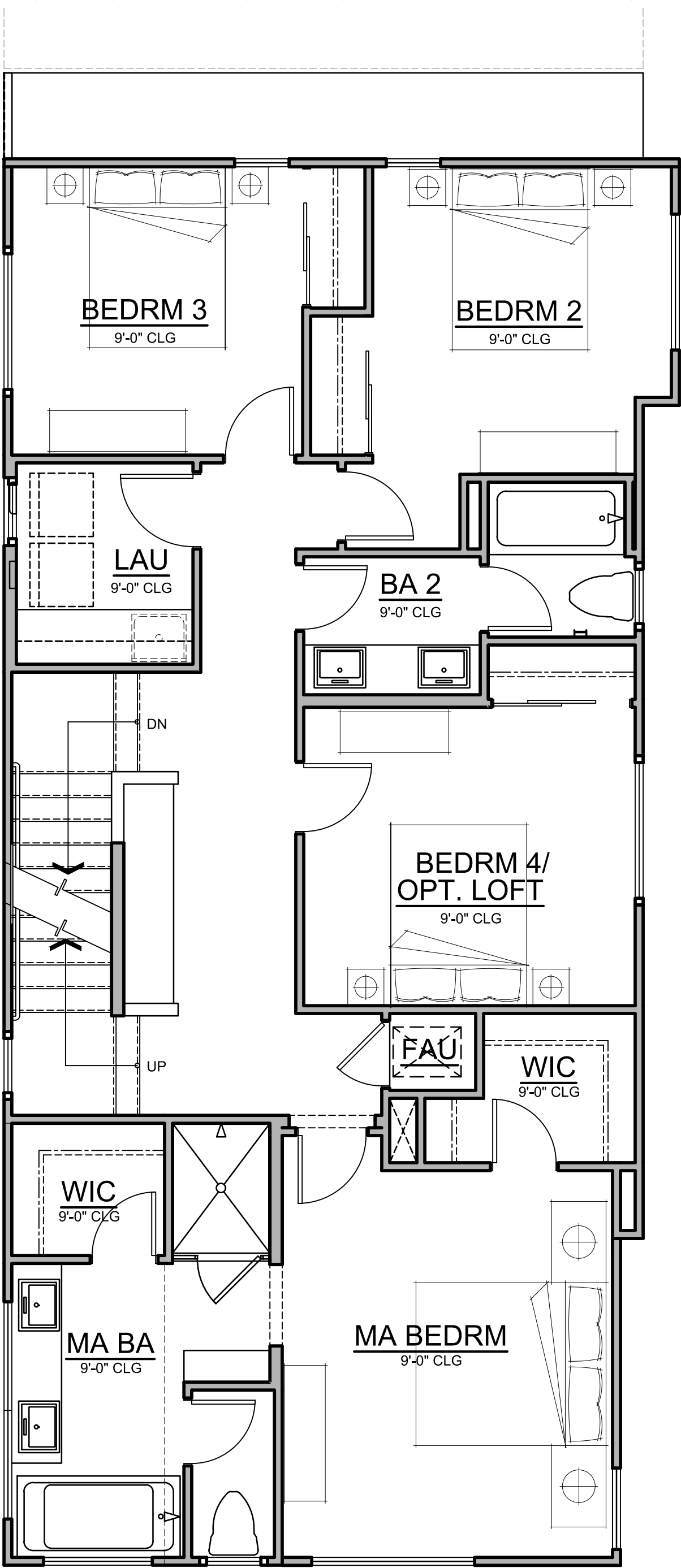
FRONT ELEVATION

PLAN 3AX

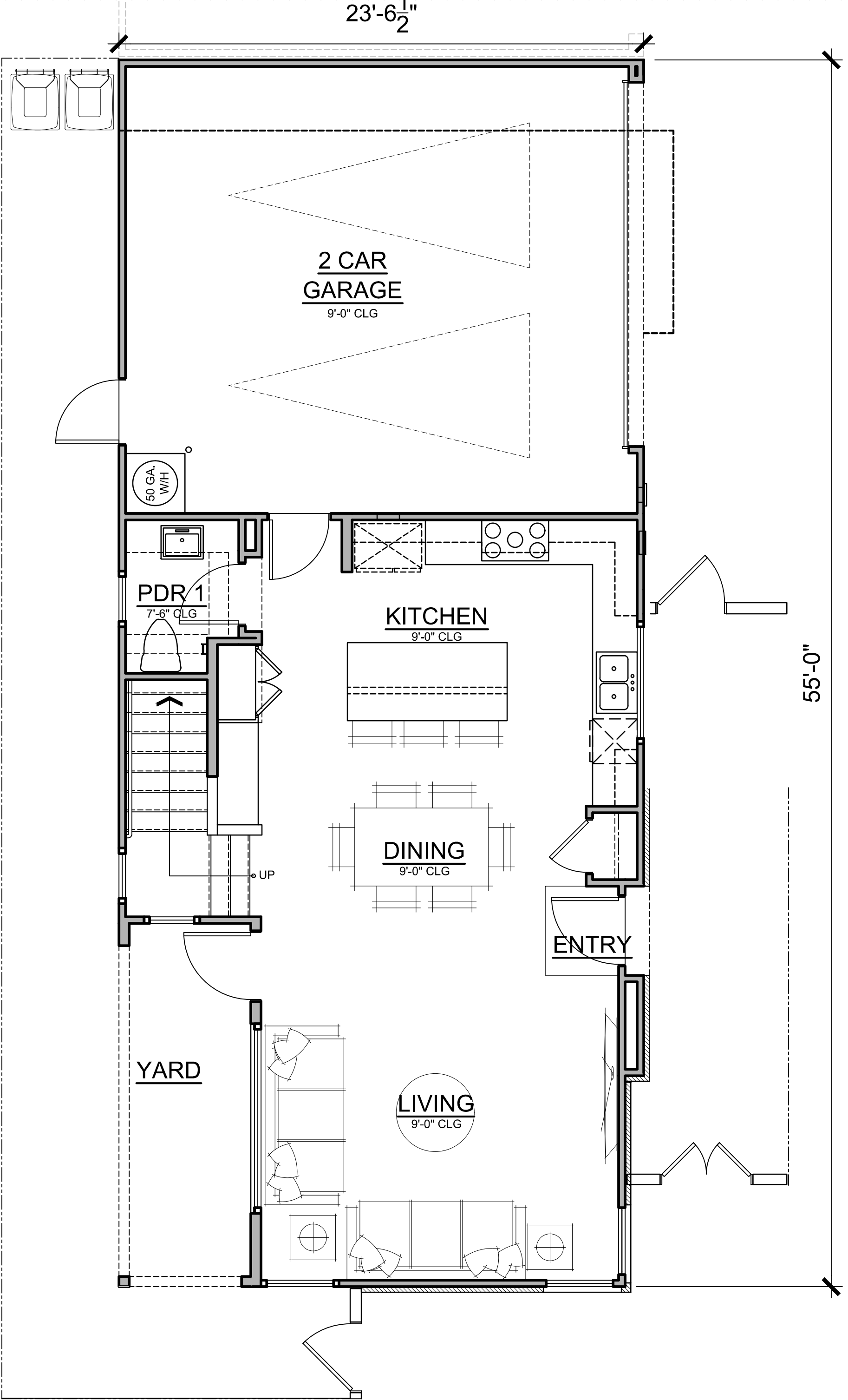




THIRD FLOOR



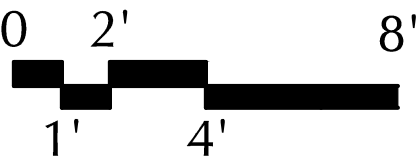
SECOND FLOOR



FIRST FLOOR

PLAN 3B

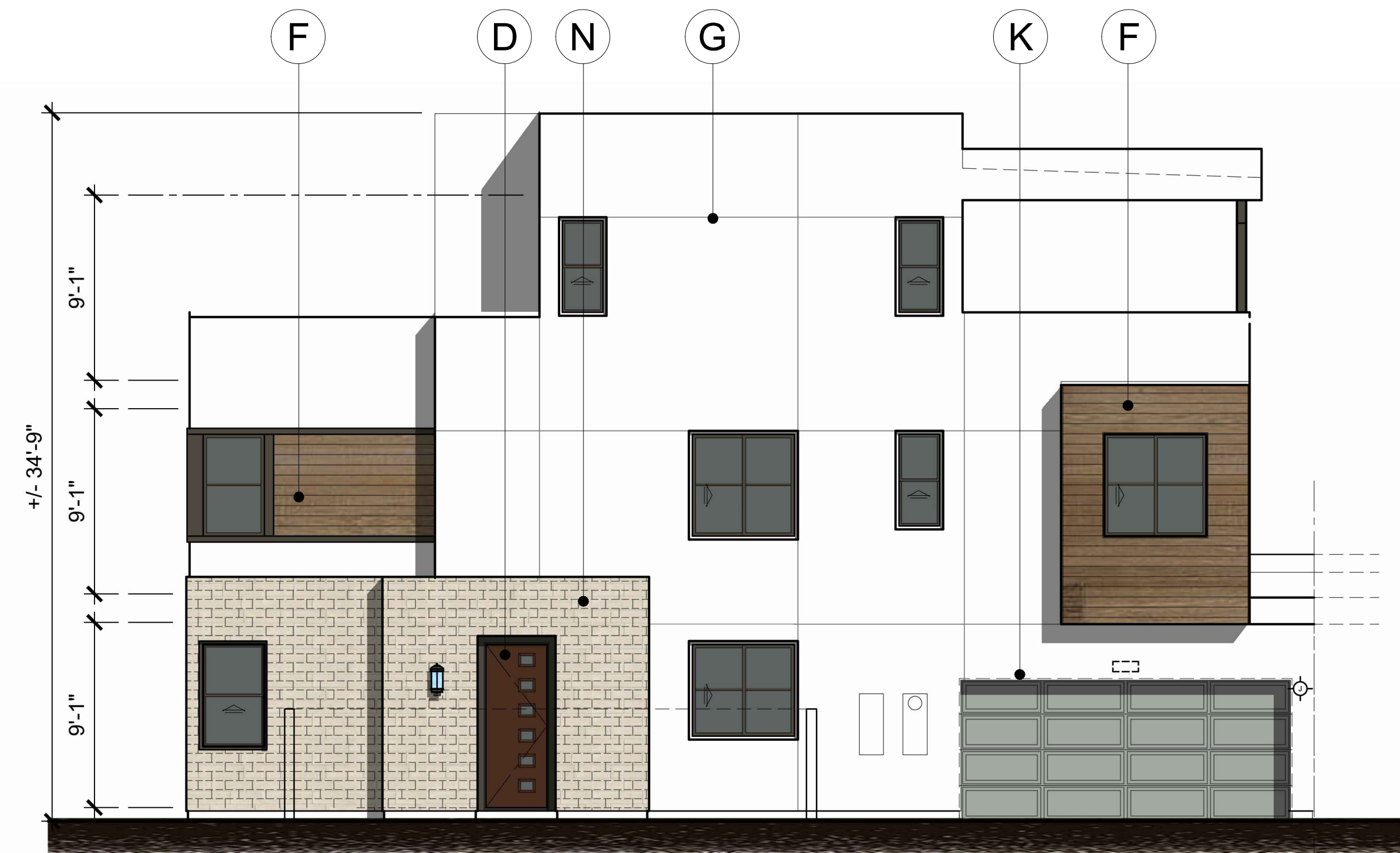
2,390 SF
4 BEDRM , 2 BA + 2 HALF BA
3RD STORY BONUS + DECK



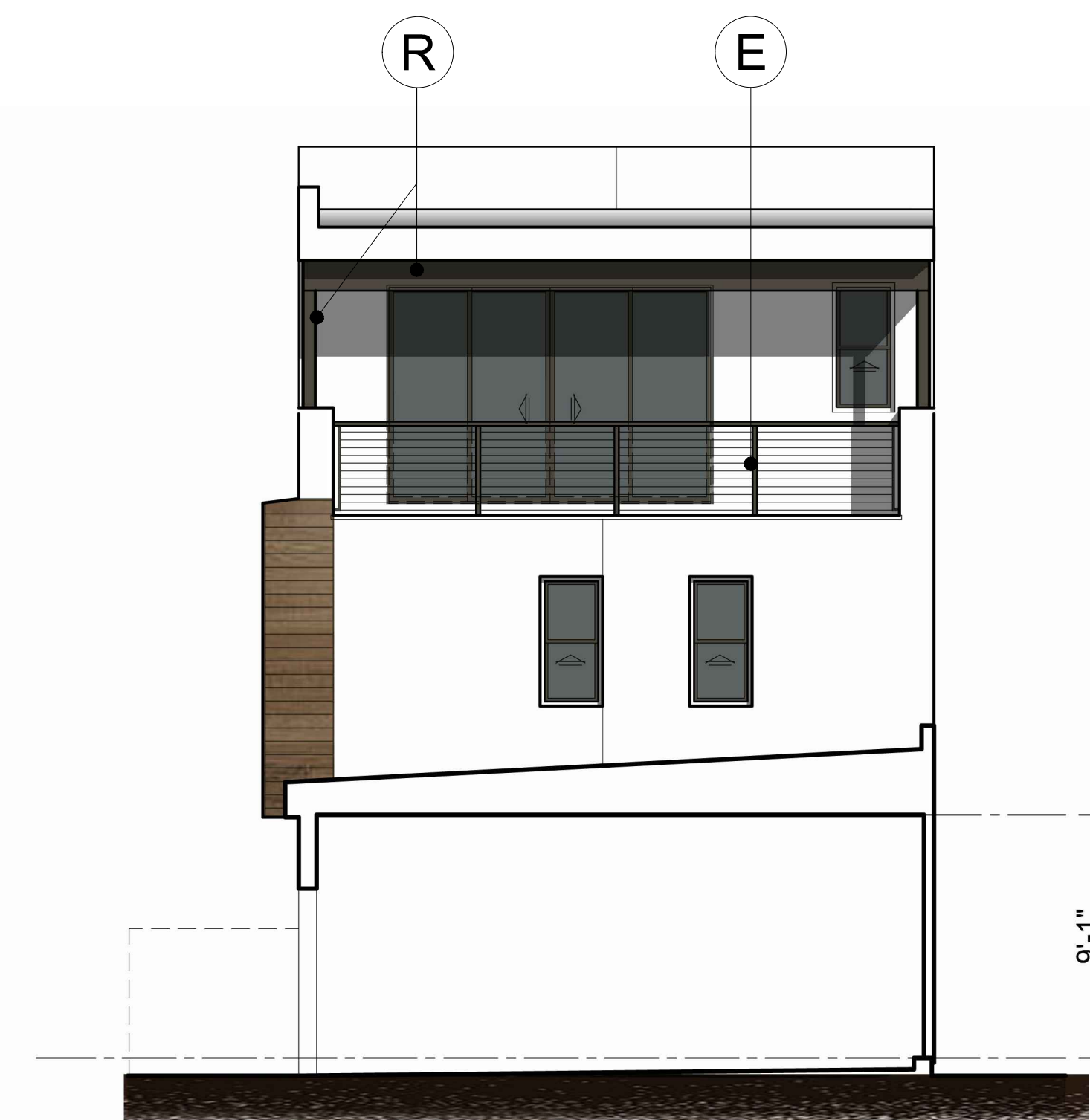
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ROSECRANS PLACE

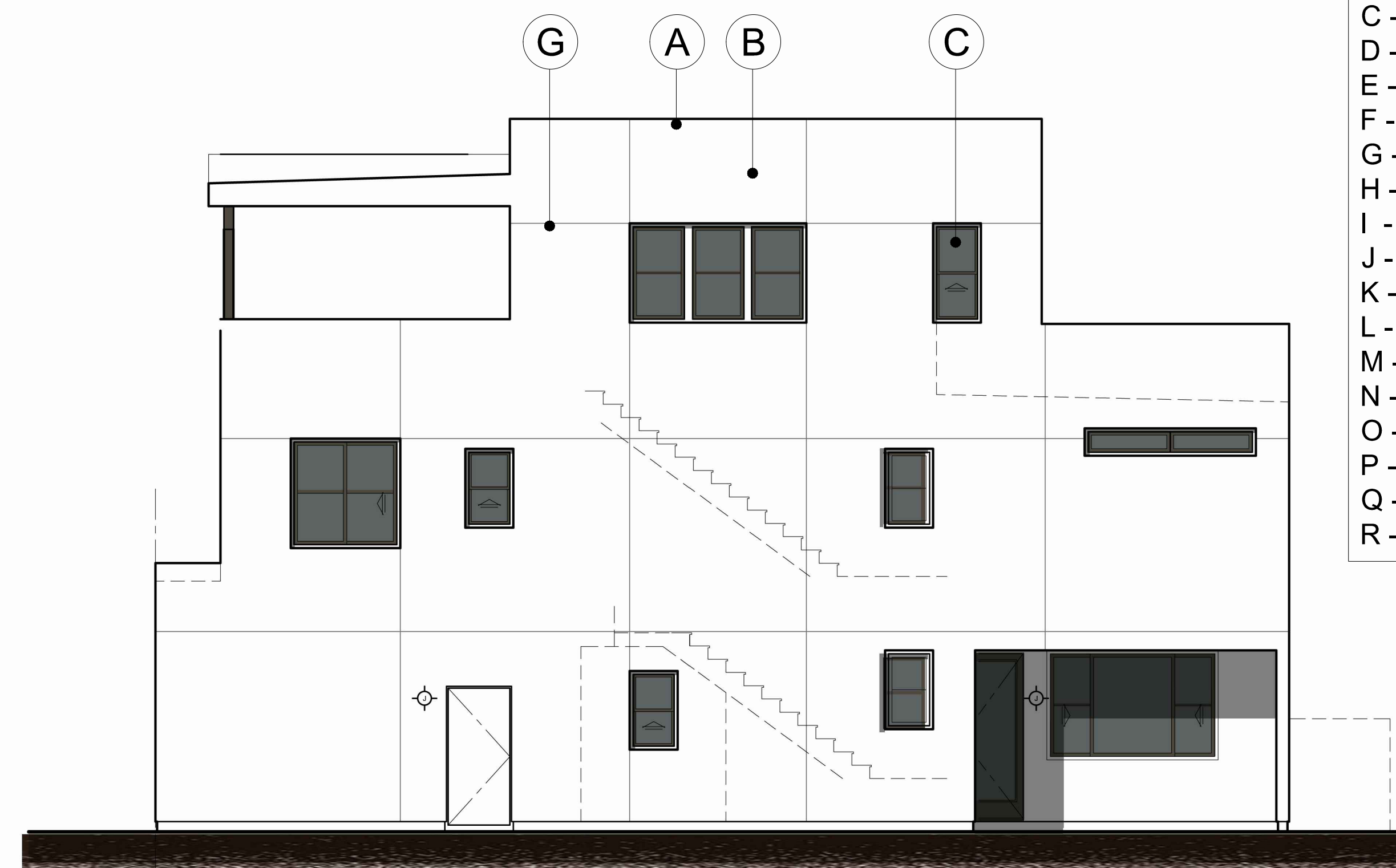
AR1.3B.1
08.30.19



RIGHT/STREET ELEVATION



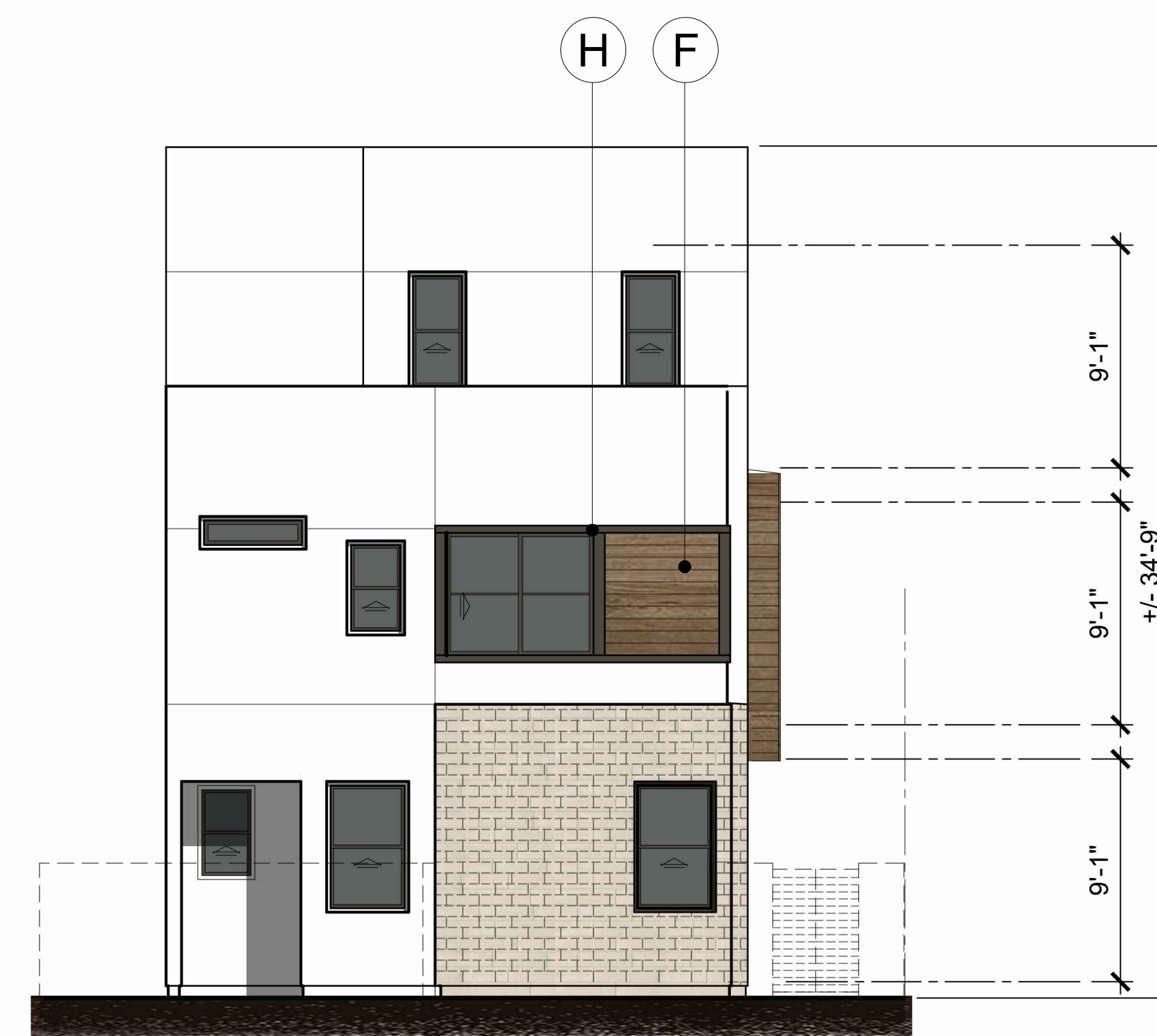
REAR ELEVATION



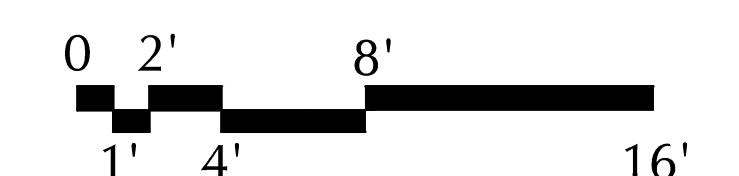
LEFT ELEVATION

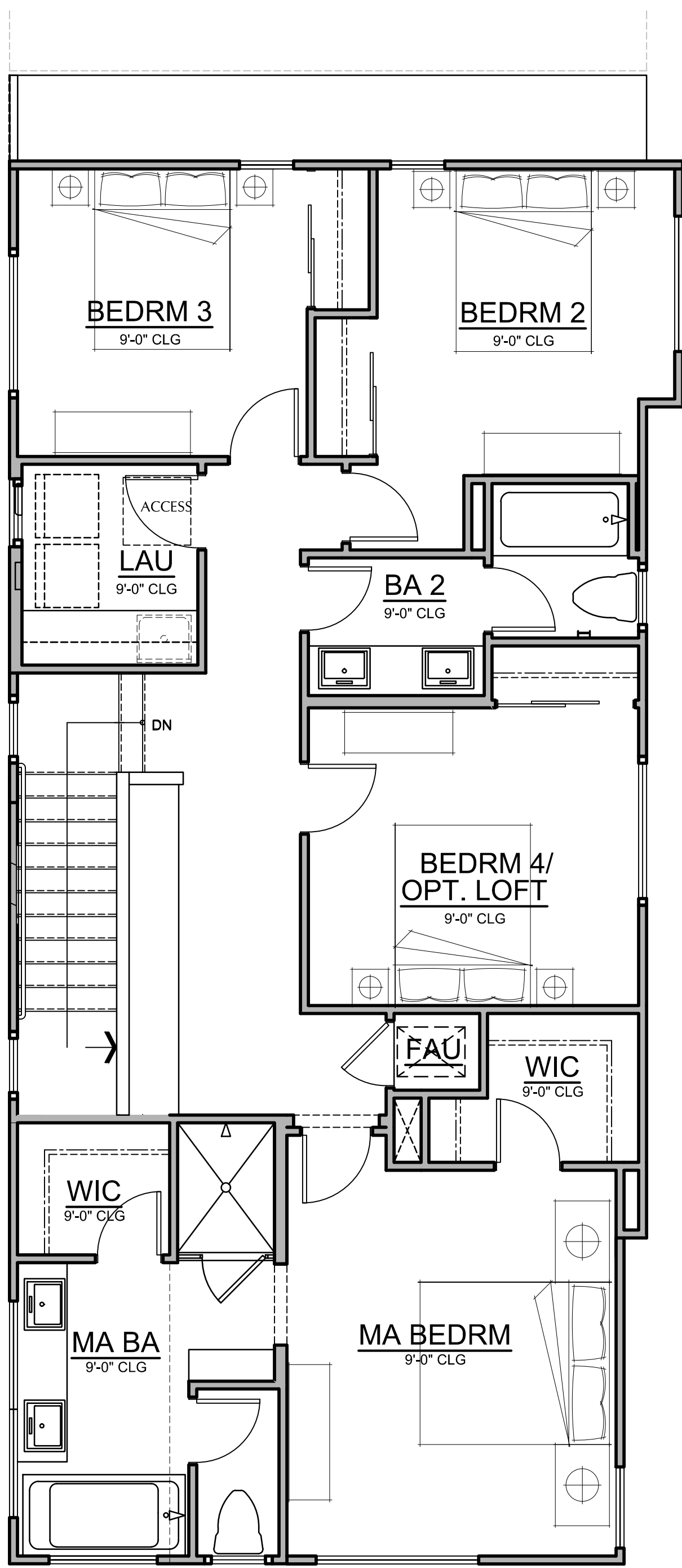
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 3B

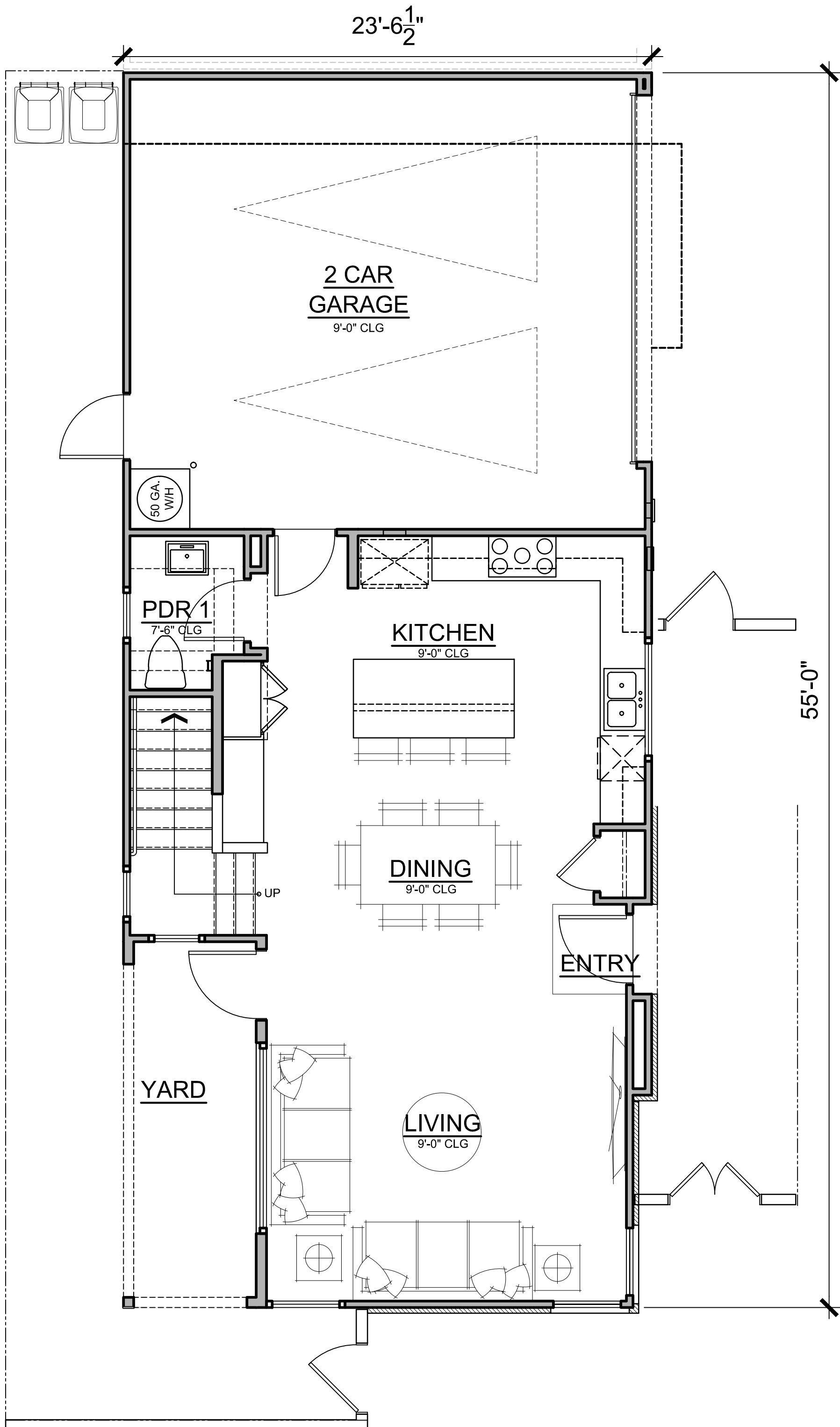


FRONT ELEVATION





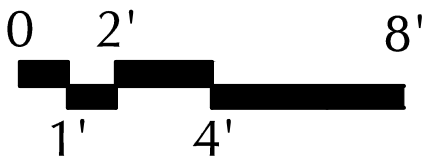
SECOND FLOOR

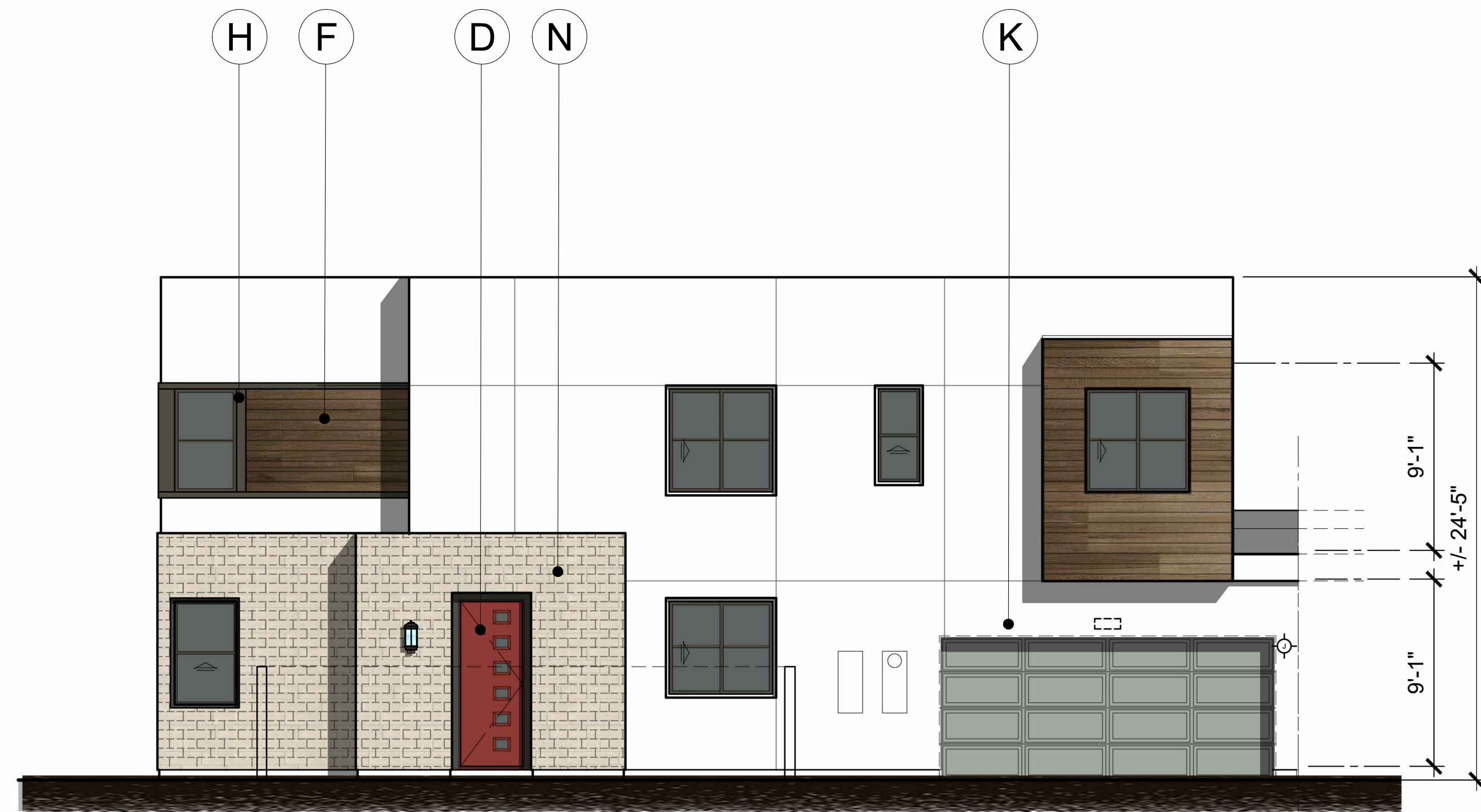


FIRST FLOOR

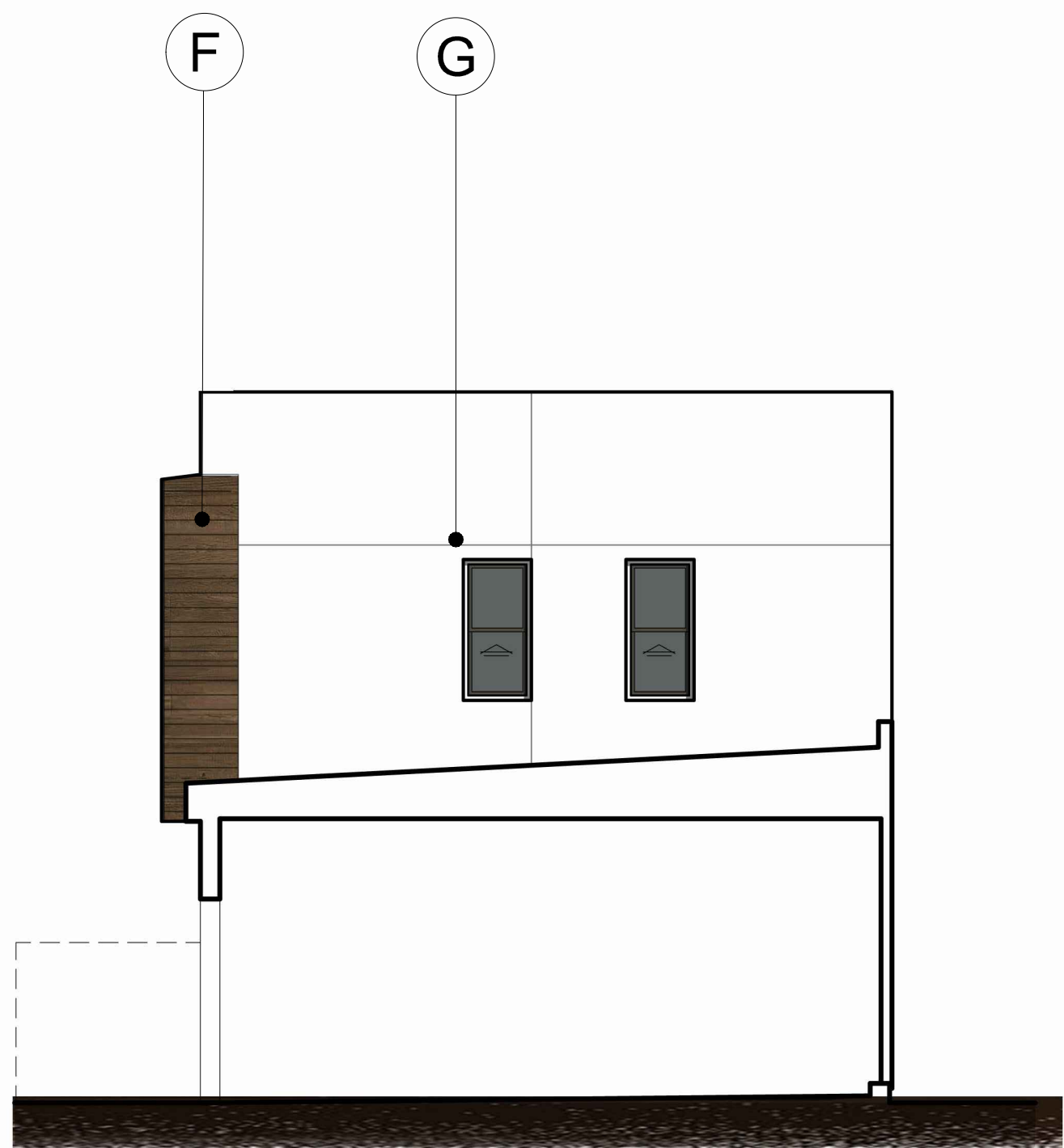
PLAN 3BX

1,865 SF
4 BEDRM , 2 1/2 BA

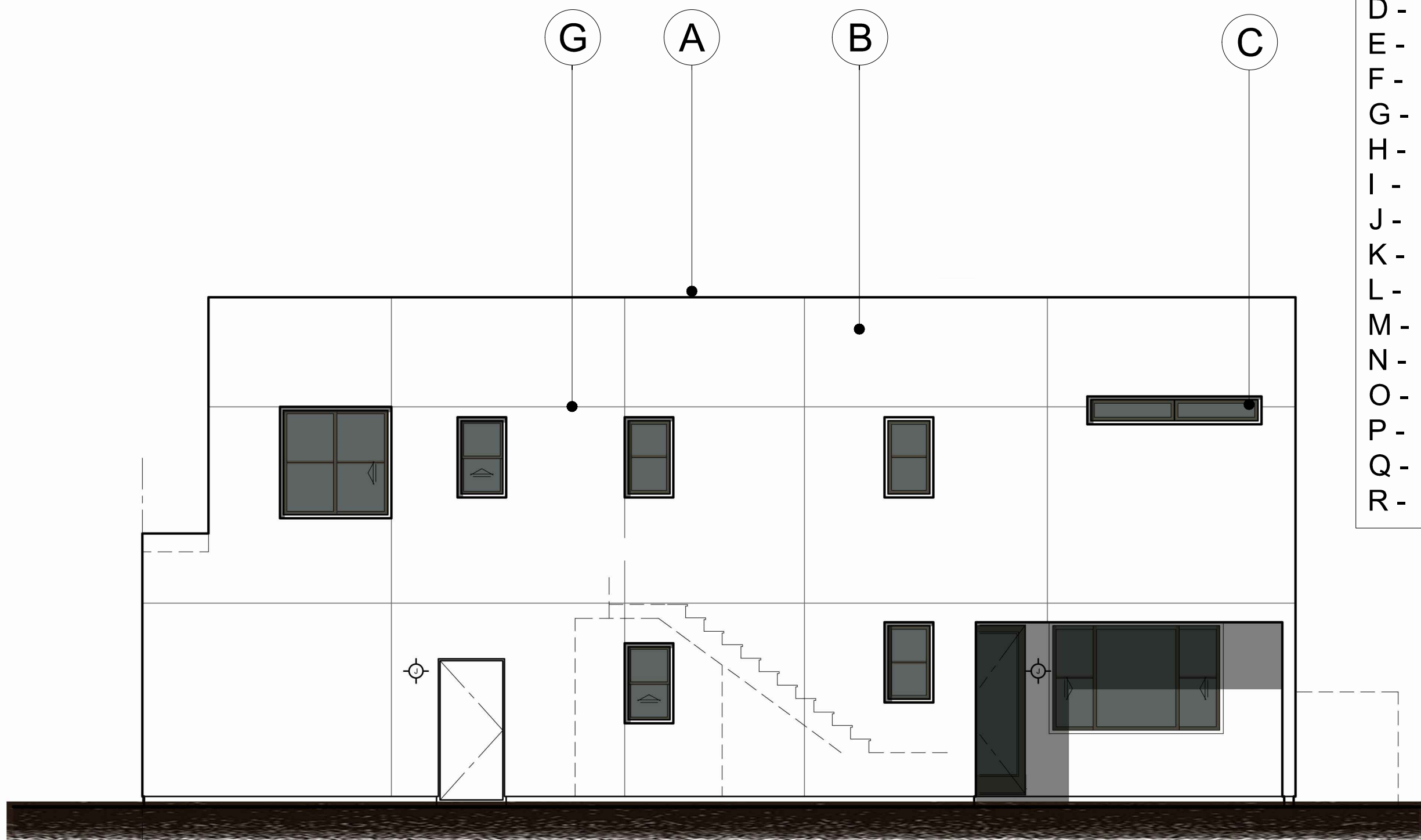




RIGHT/ENTRY ELEVATION

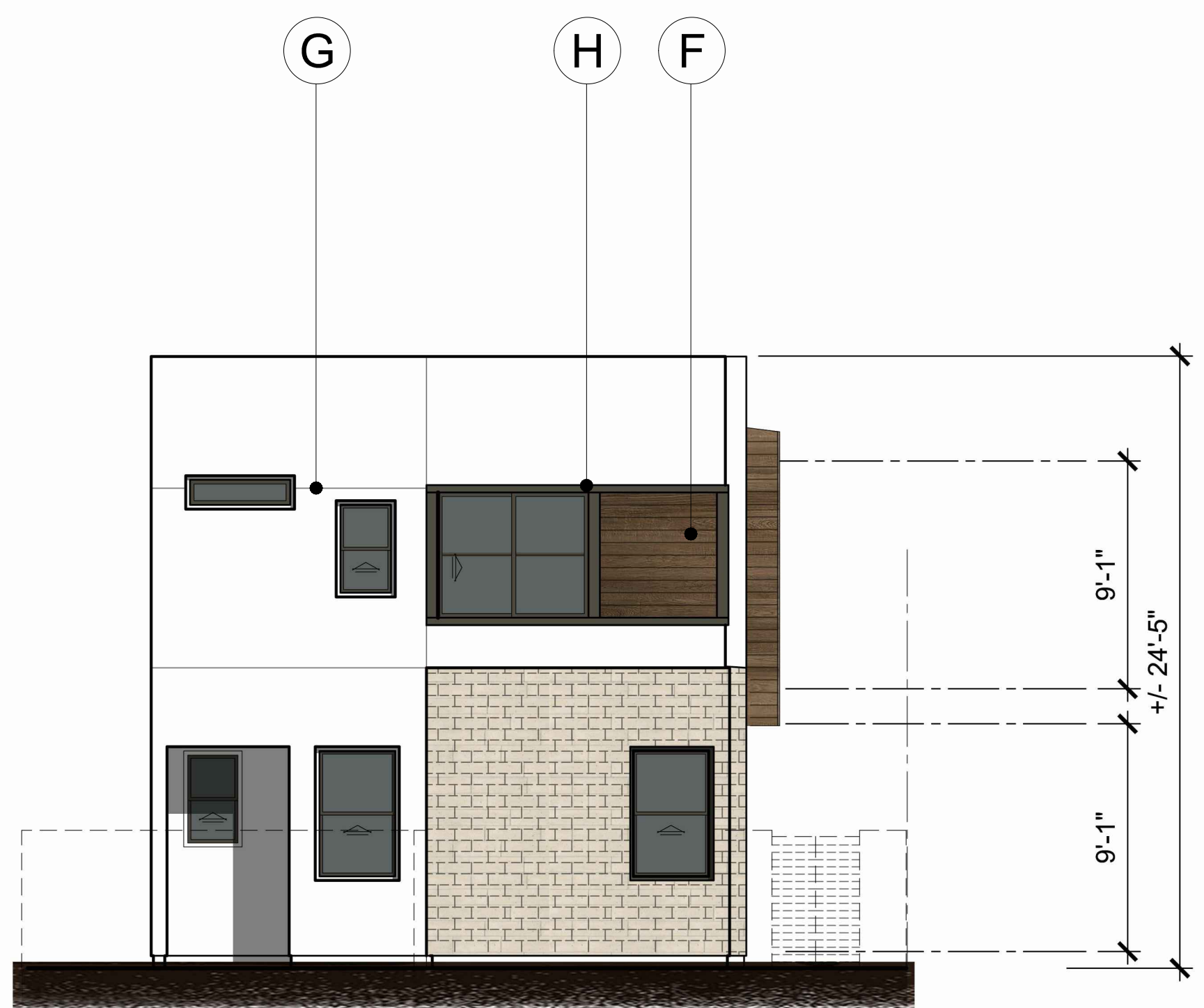


REAR ELEVATION

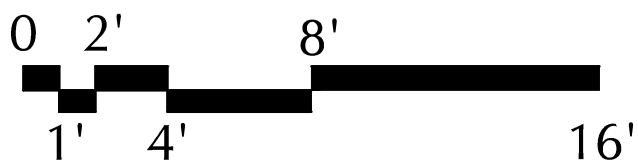


LEFT ELEVATION

- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BREAM

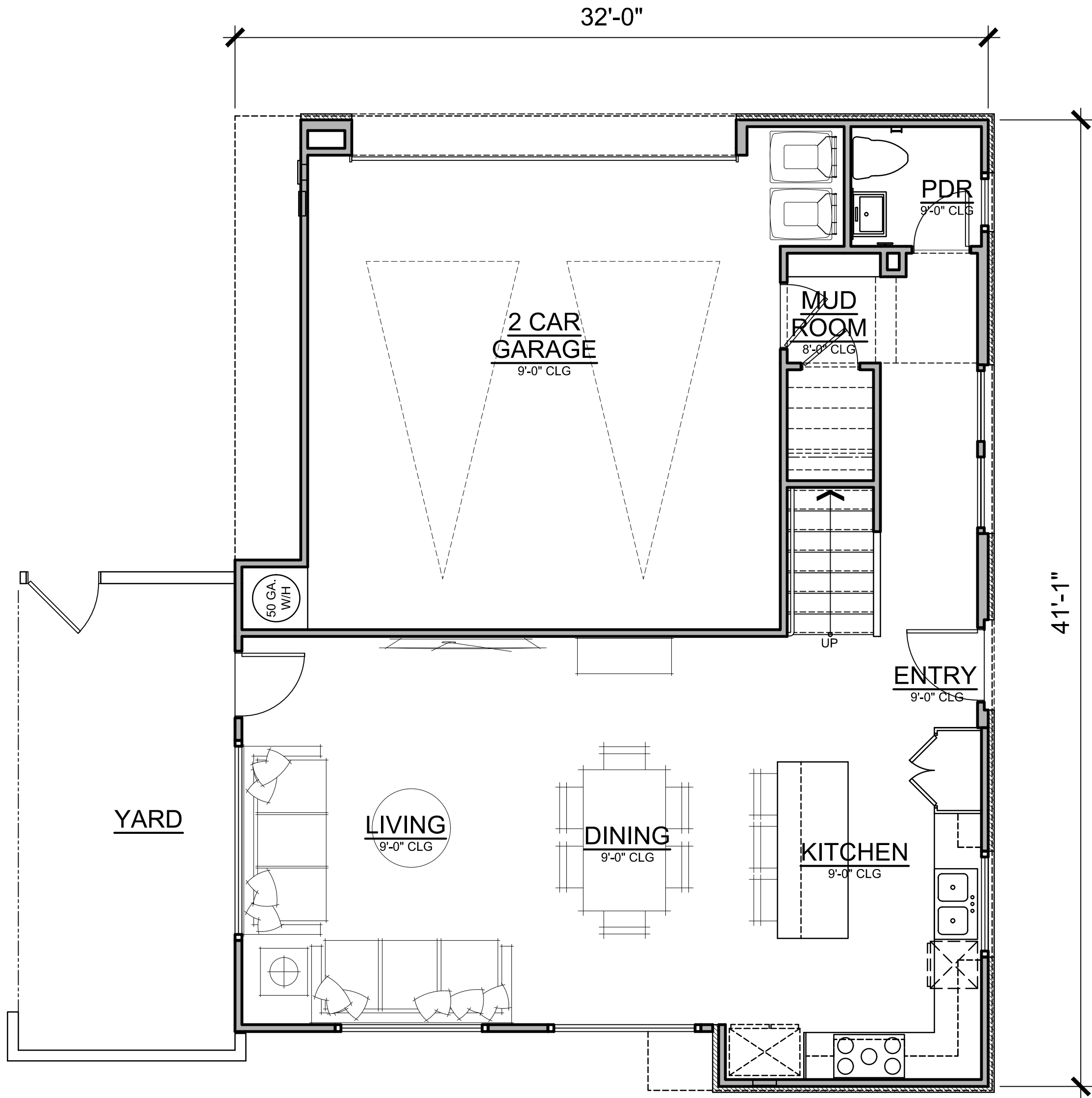
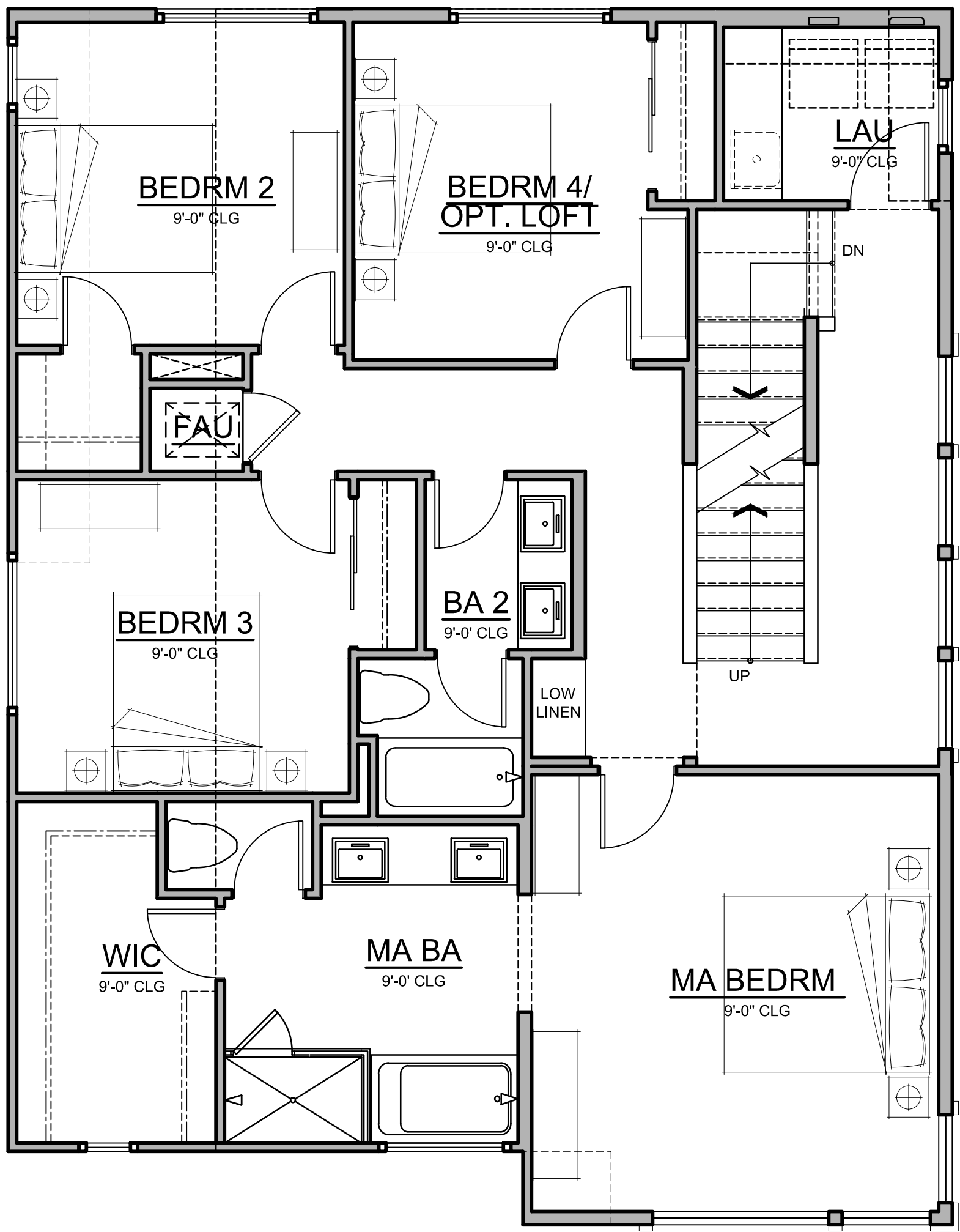
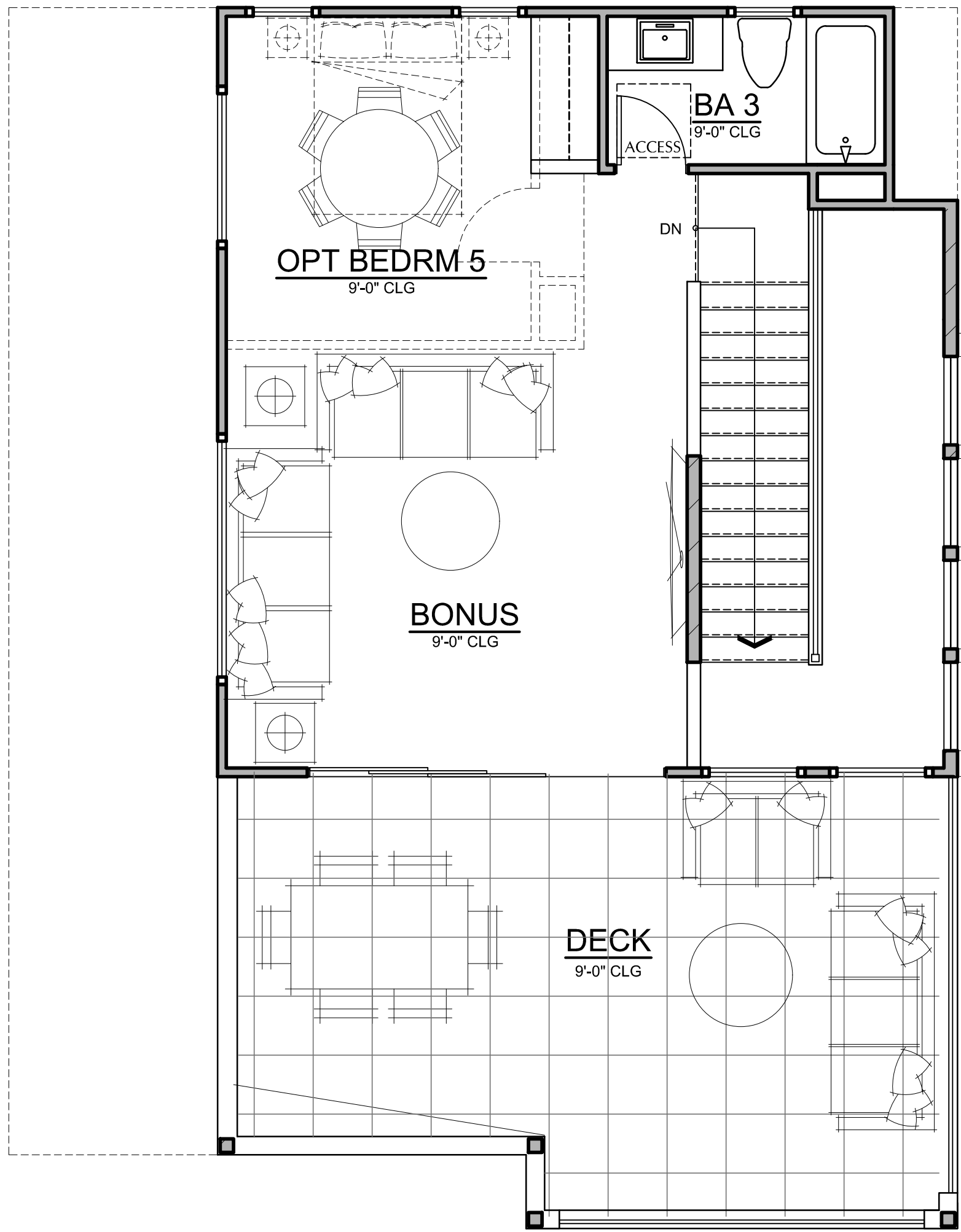


FRONT ELEVATION



PLAN 3BX

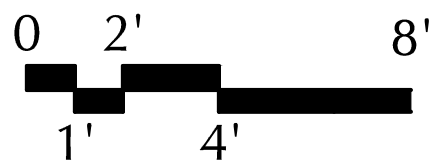


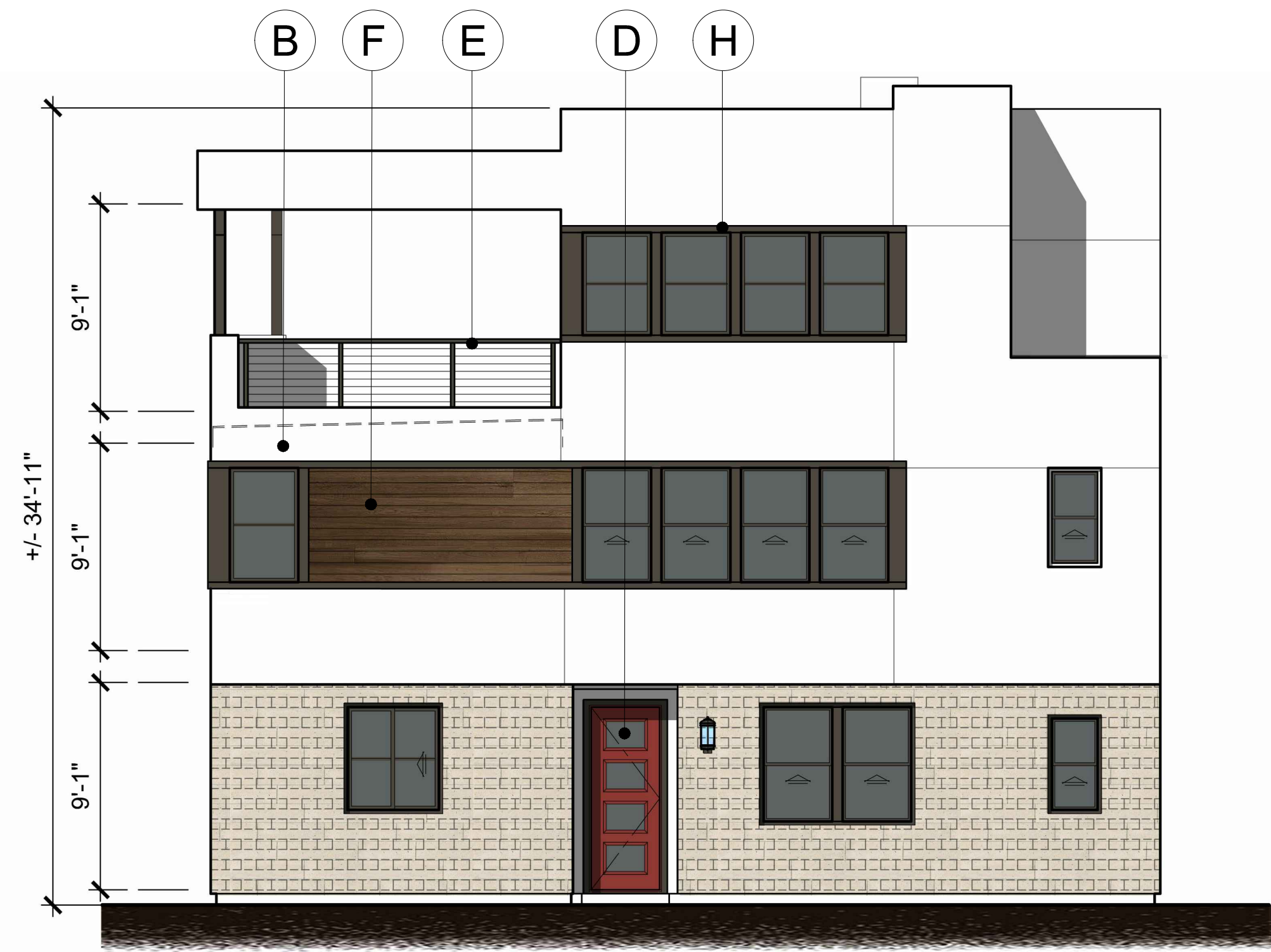


SECOND FLOOR

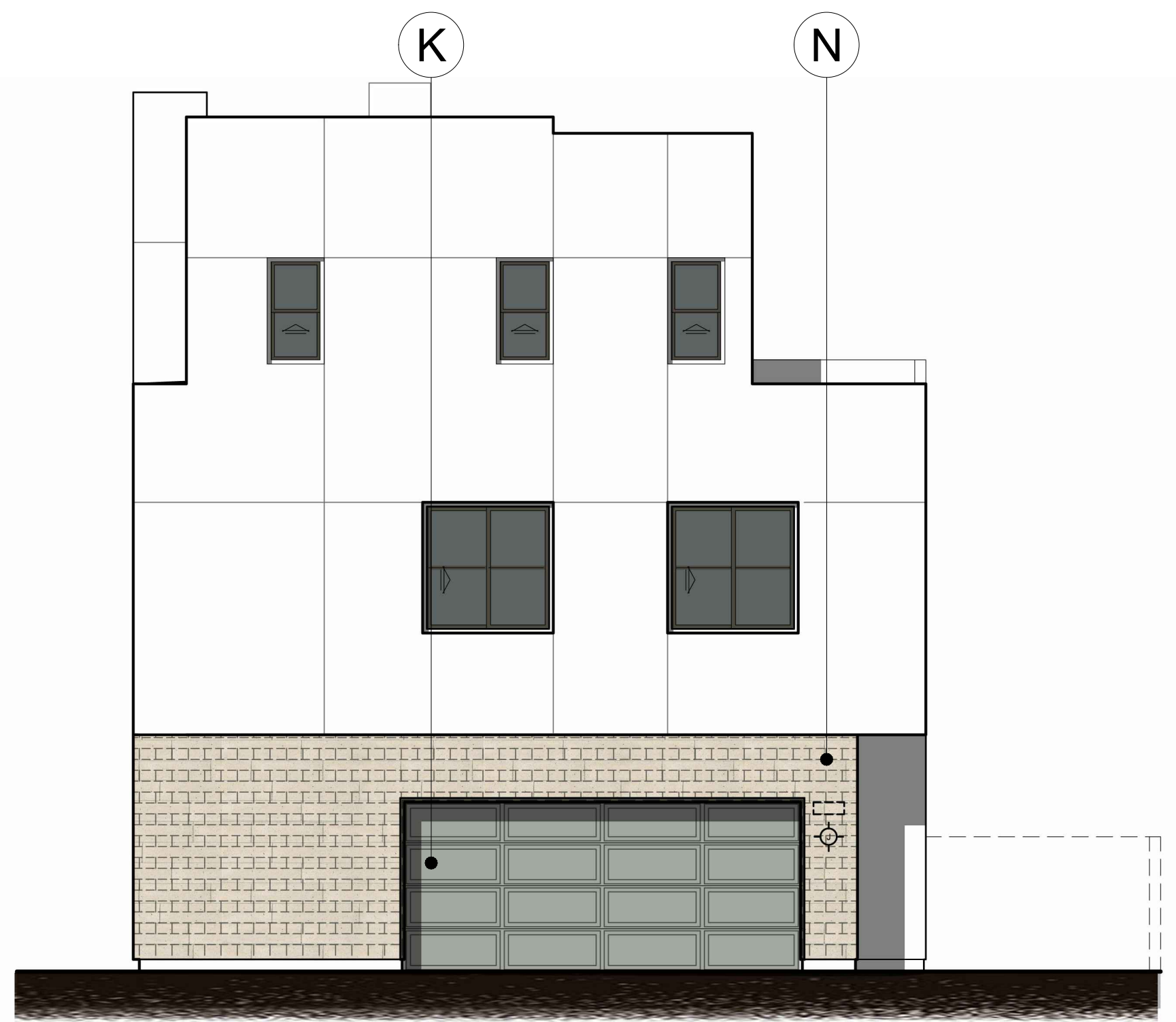
PLAN 4A

2,501 SF
4 BEDRM , 2 + 2 HALF BA,
3RD STORY BONUS + DECK

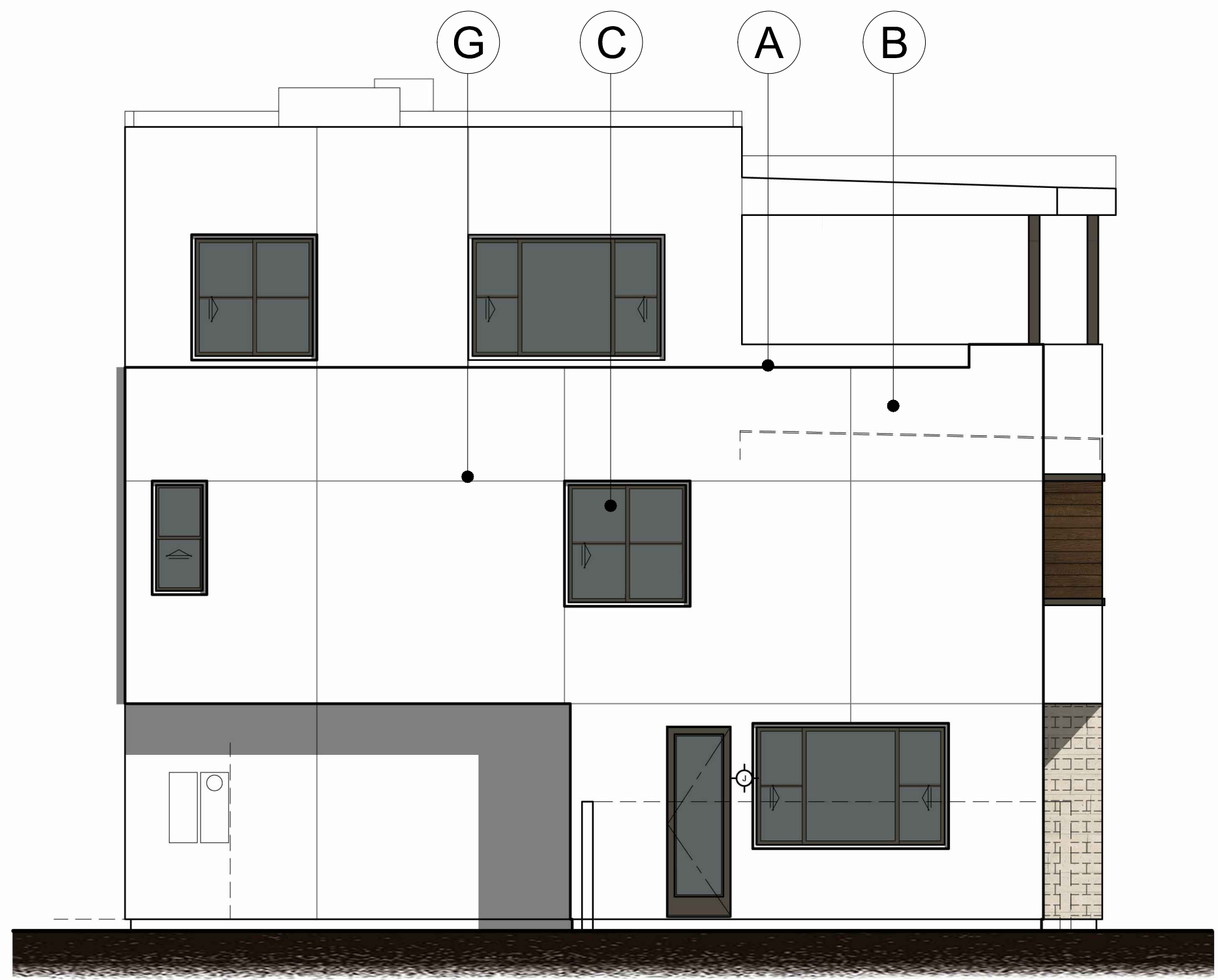




RIGHT/STREET ELEVATION



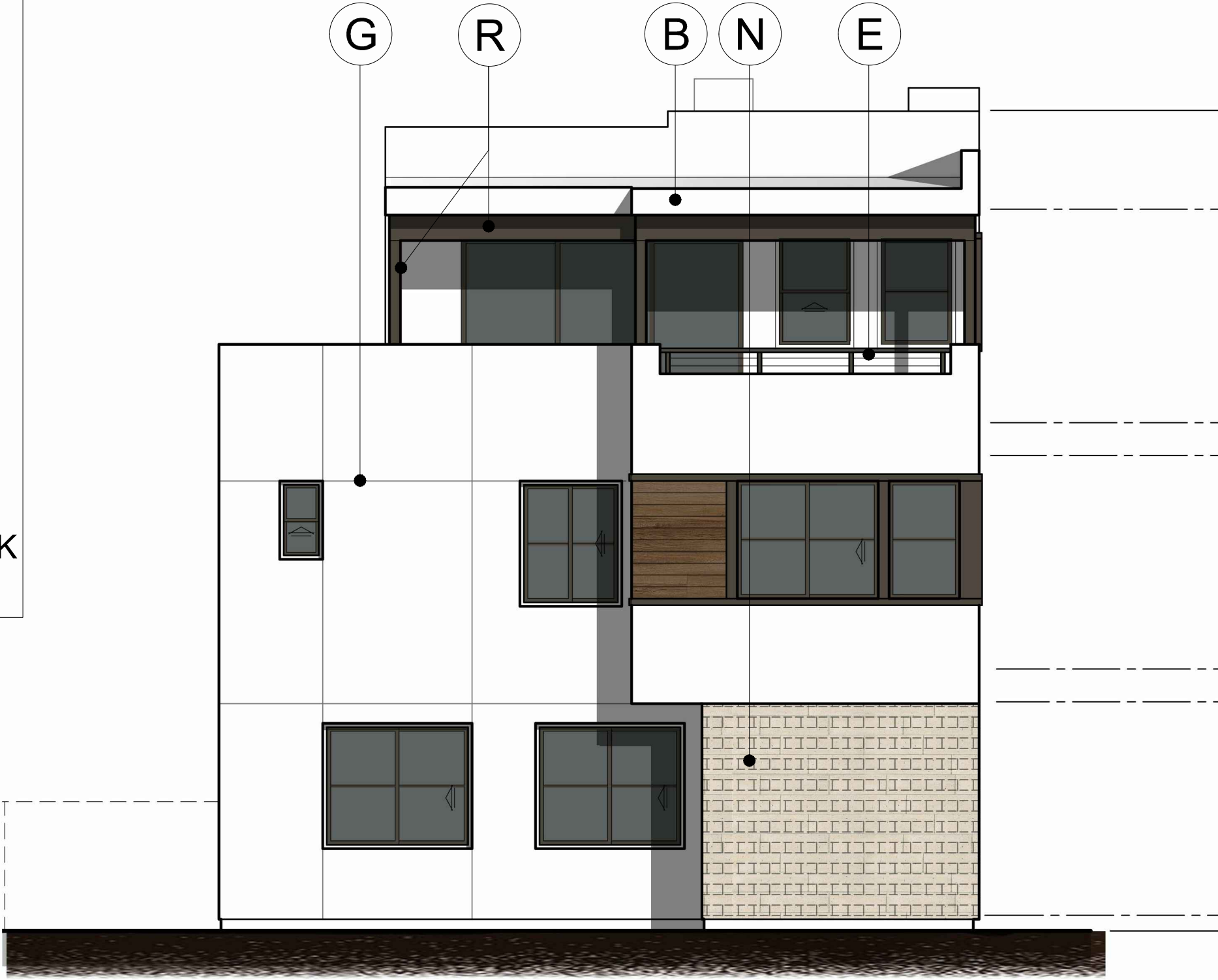
REAR ELEVATION



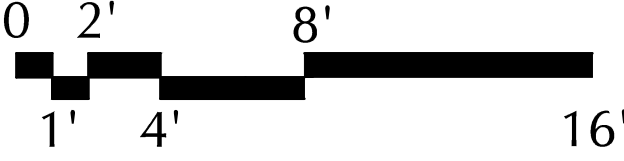
LEFT ELEVATION

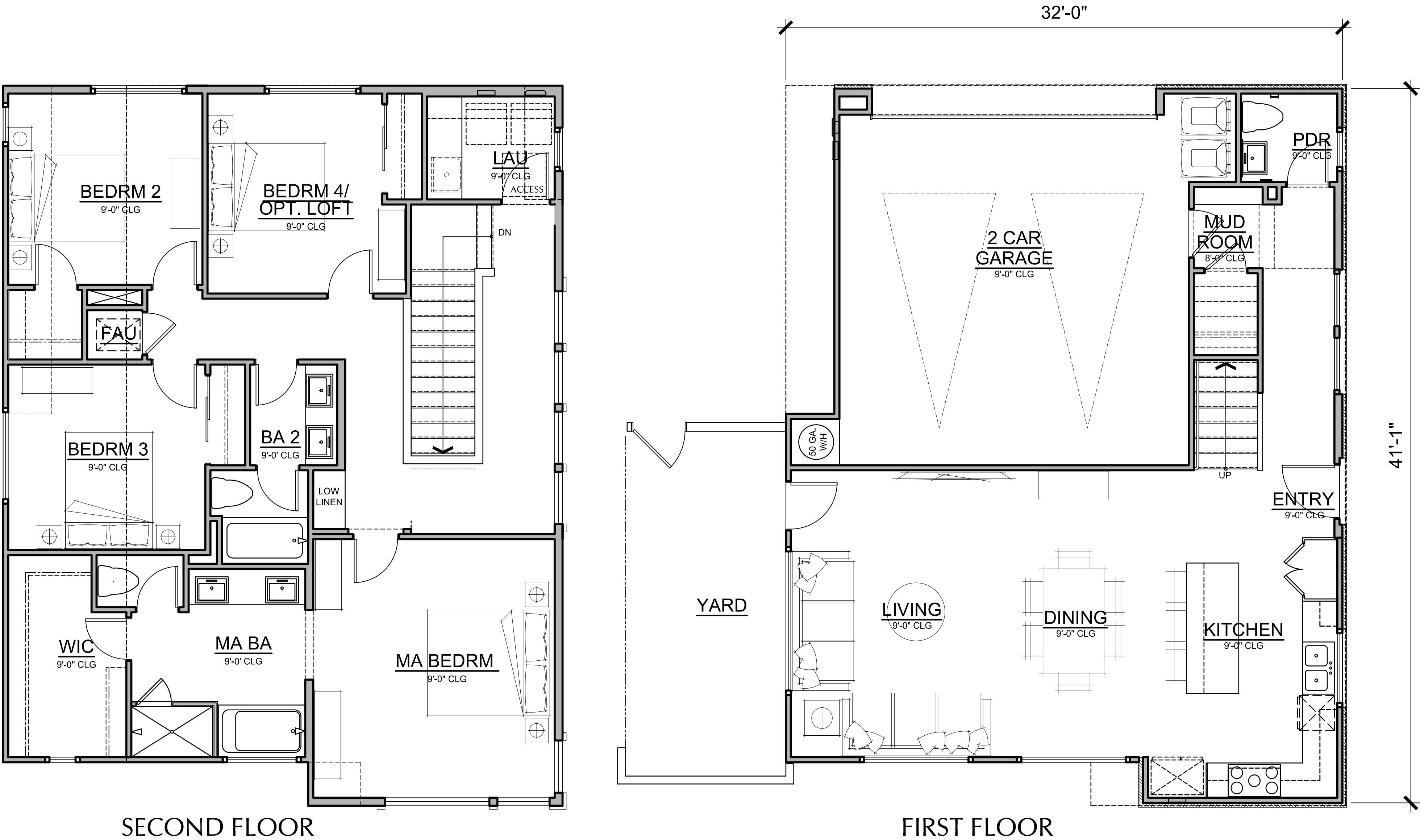
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 4A



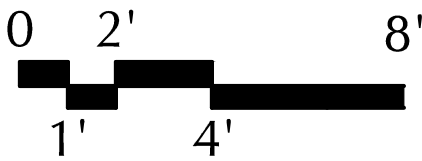
FRONT ELEVATION





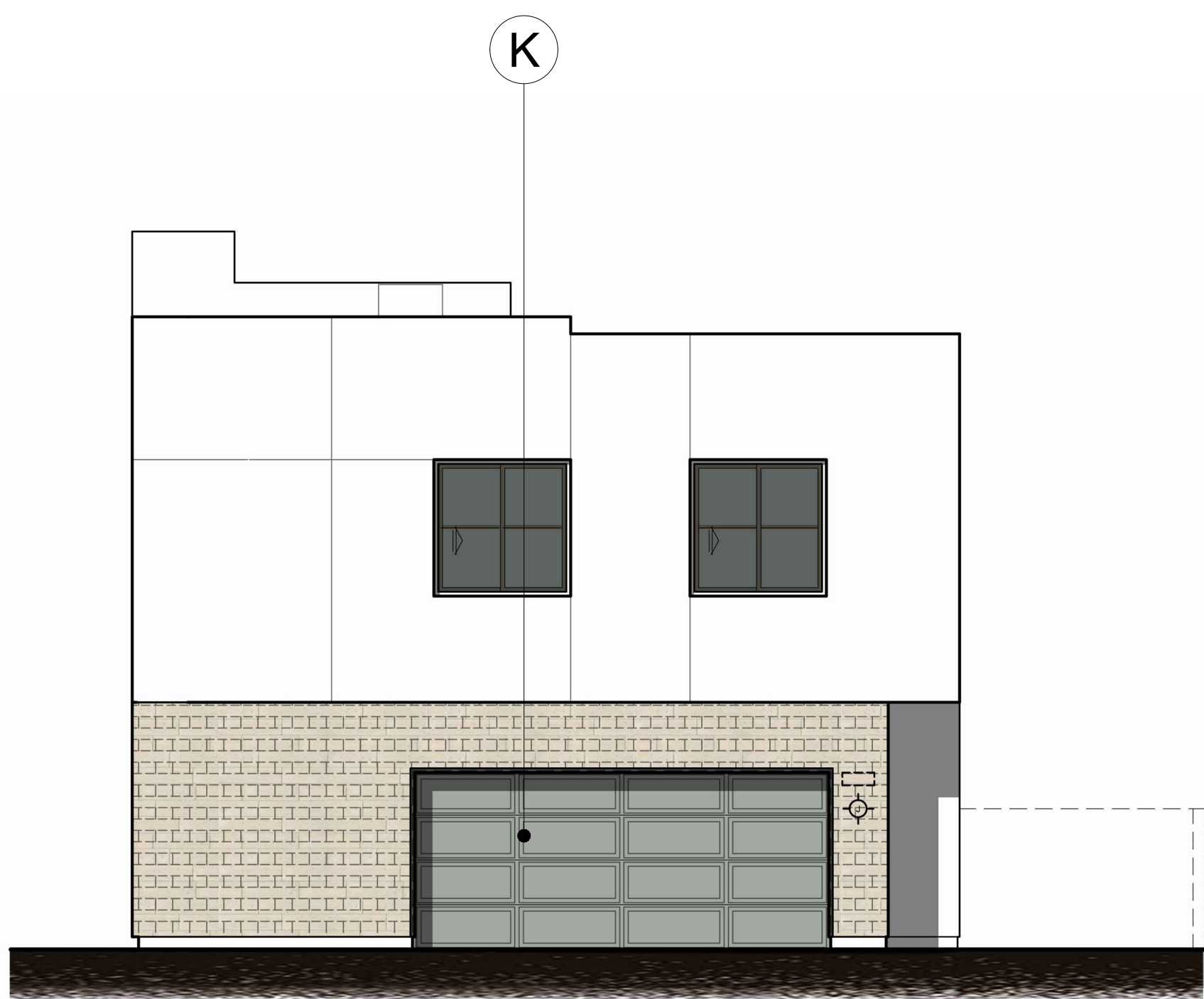
PLAN 4AX

1,969 SF
4 BEDRM , 2 1/2 BA

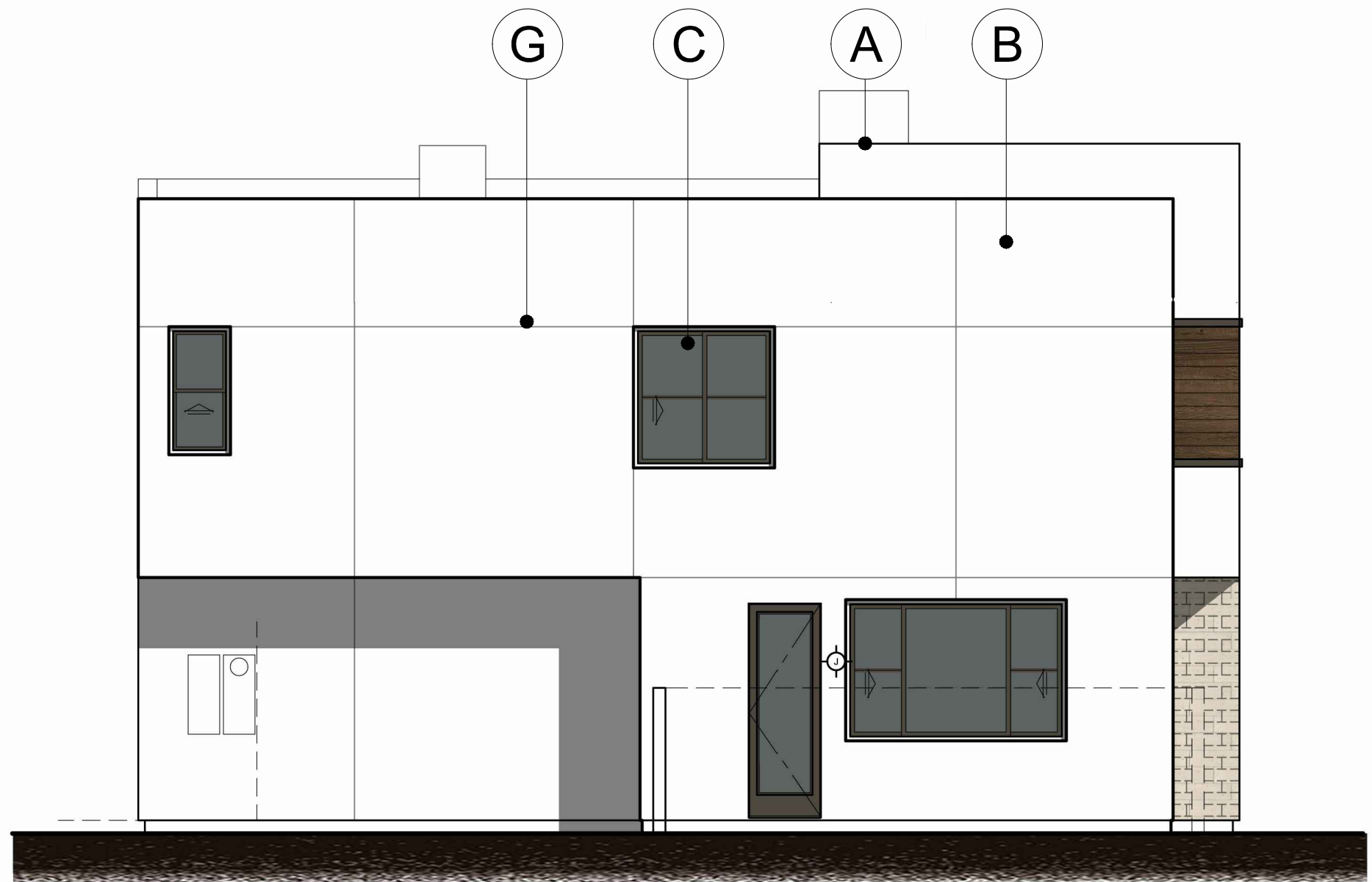




RIGHT/STREET ELEVATION

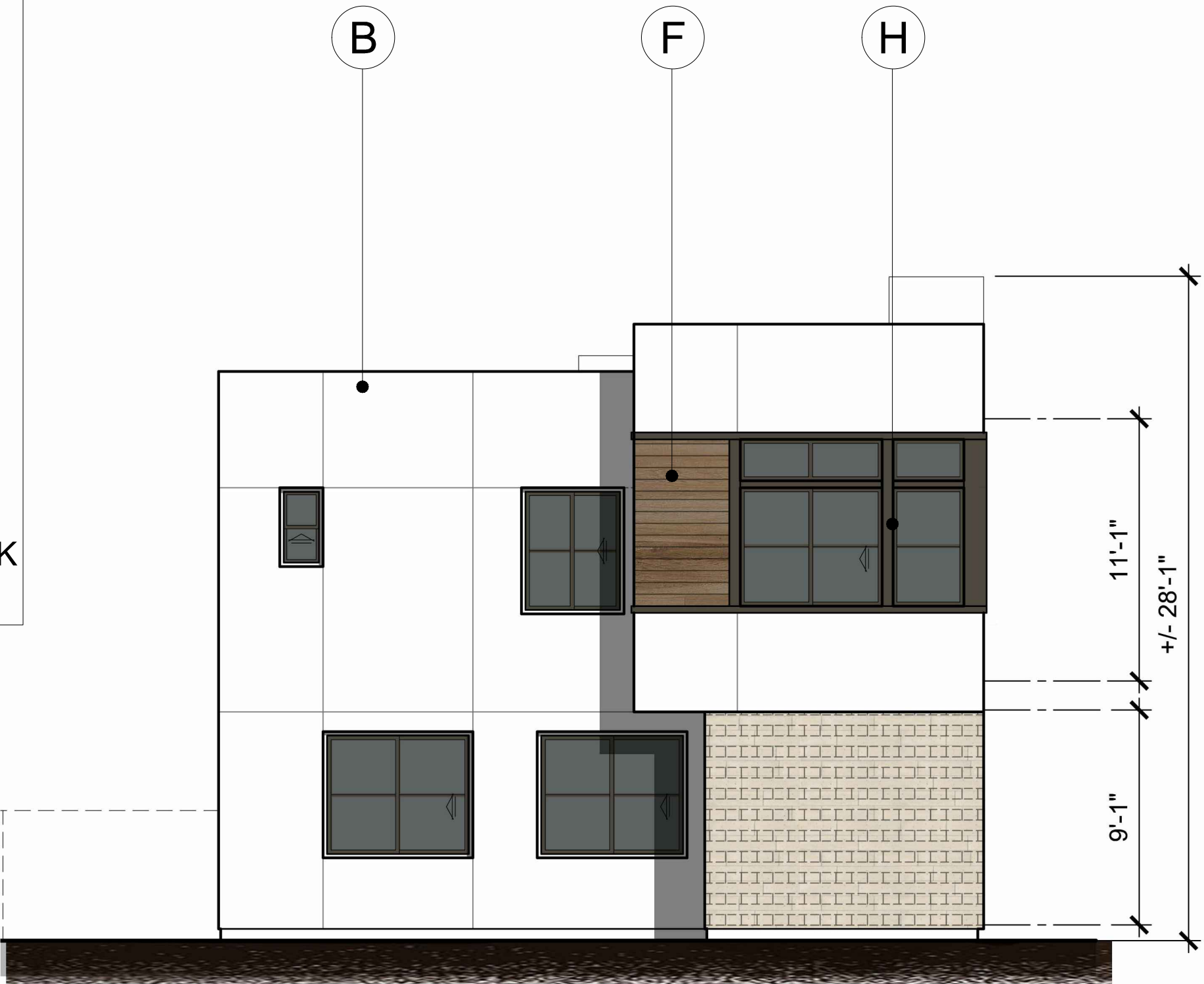


REAR ELEVATION



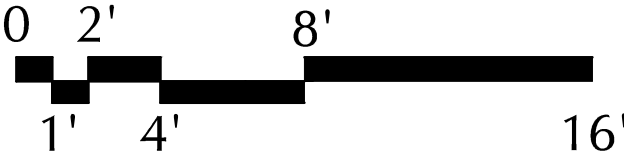
LEFT ELEVATION

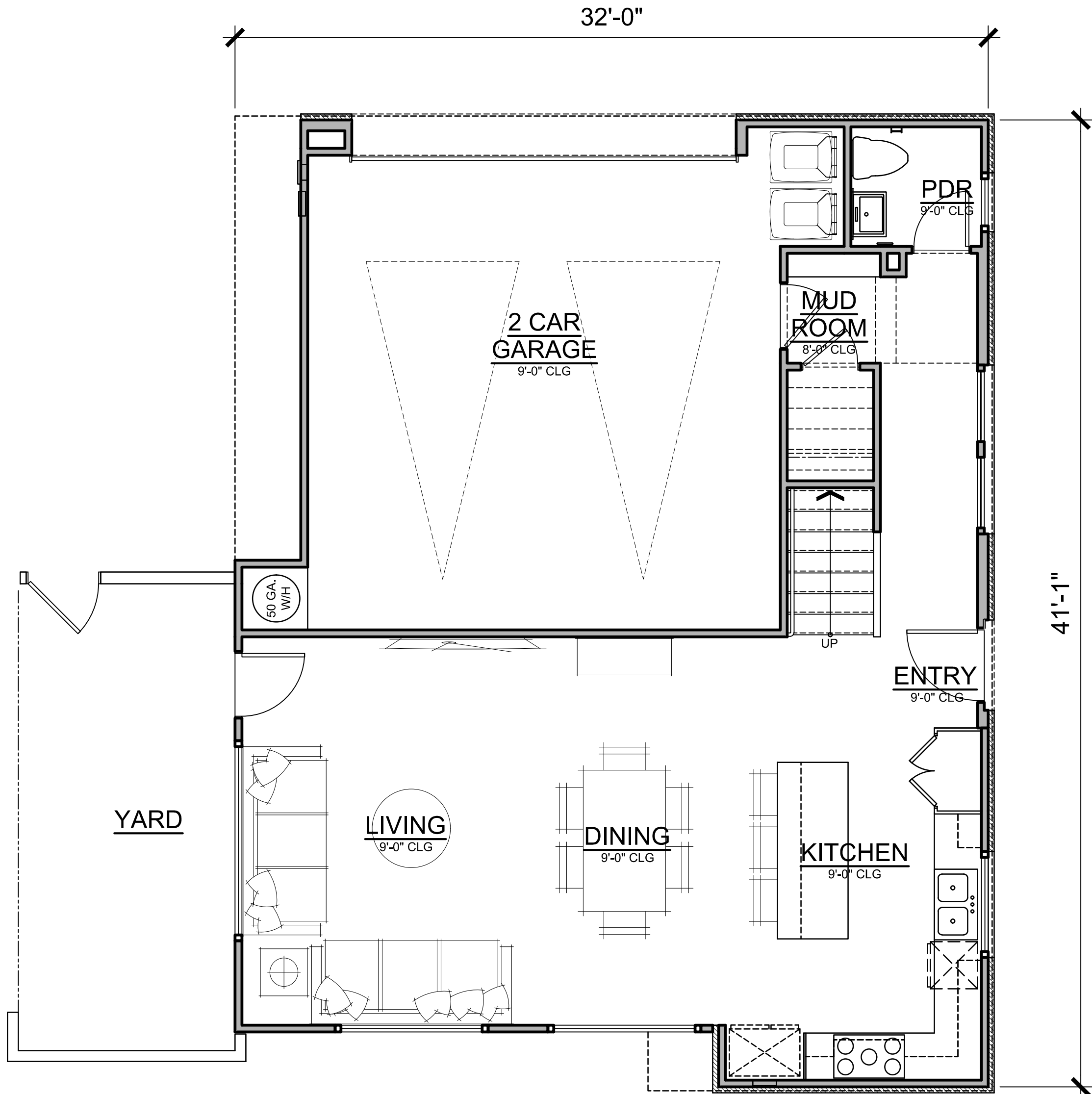
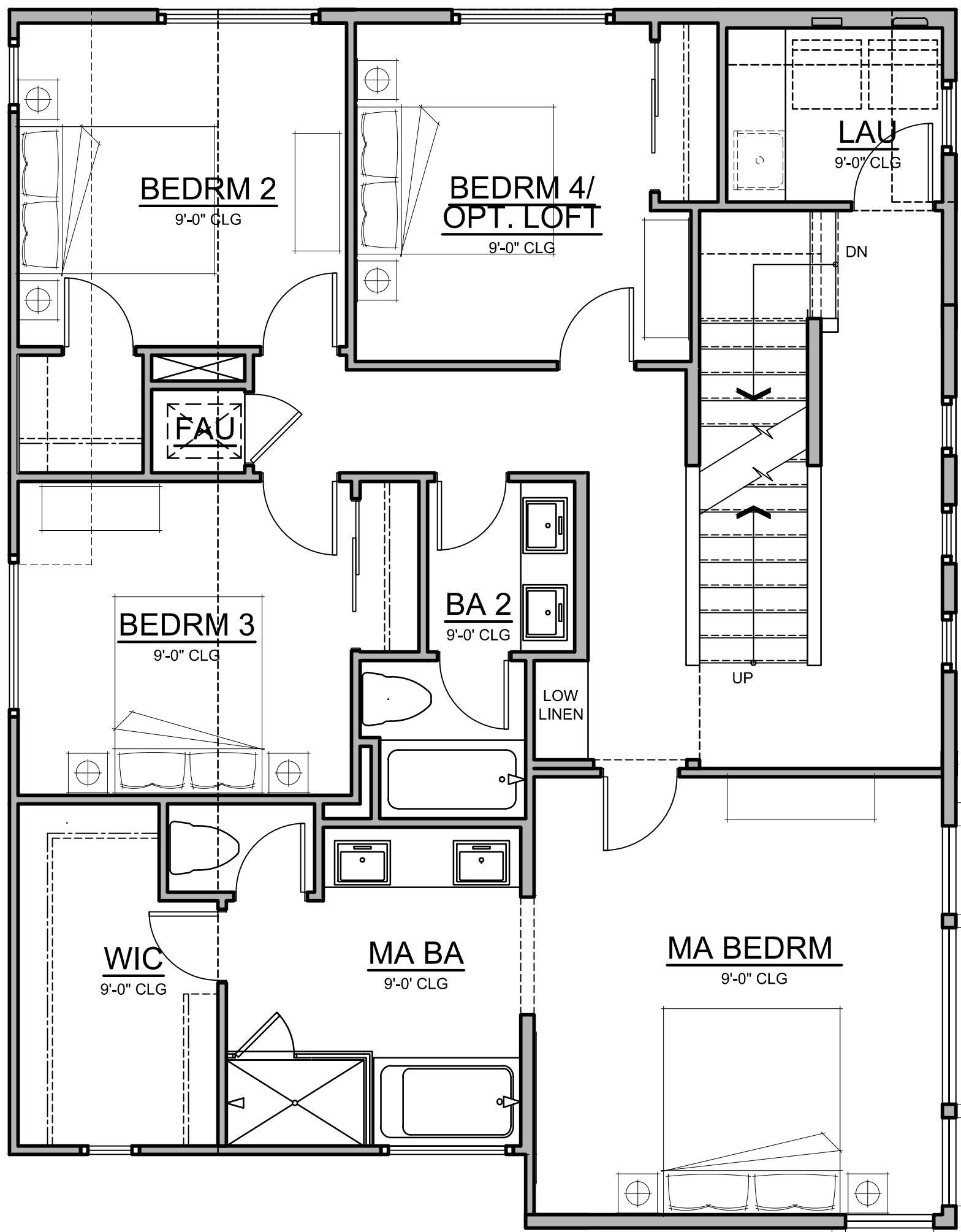
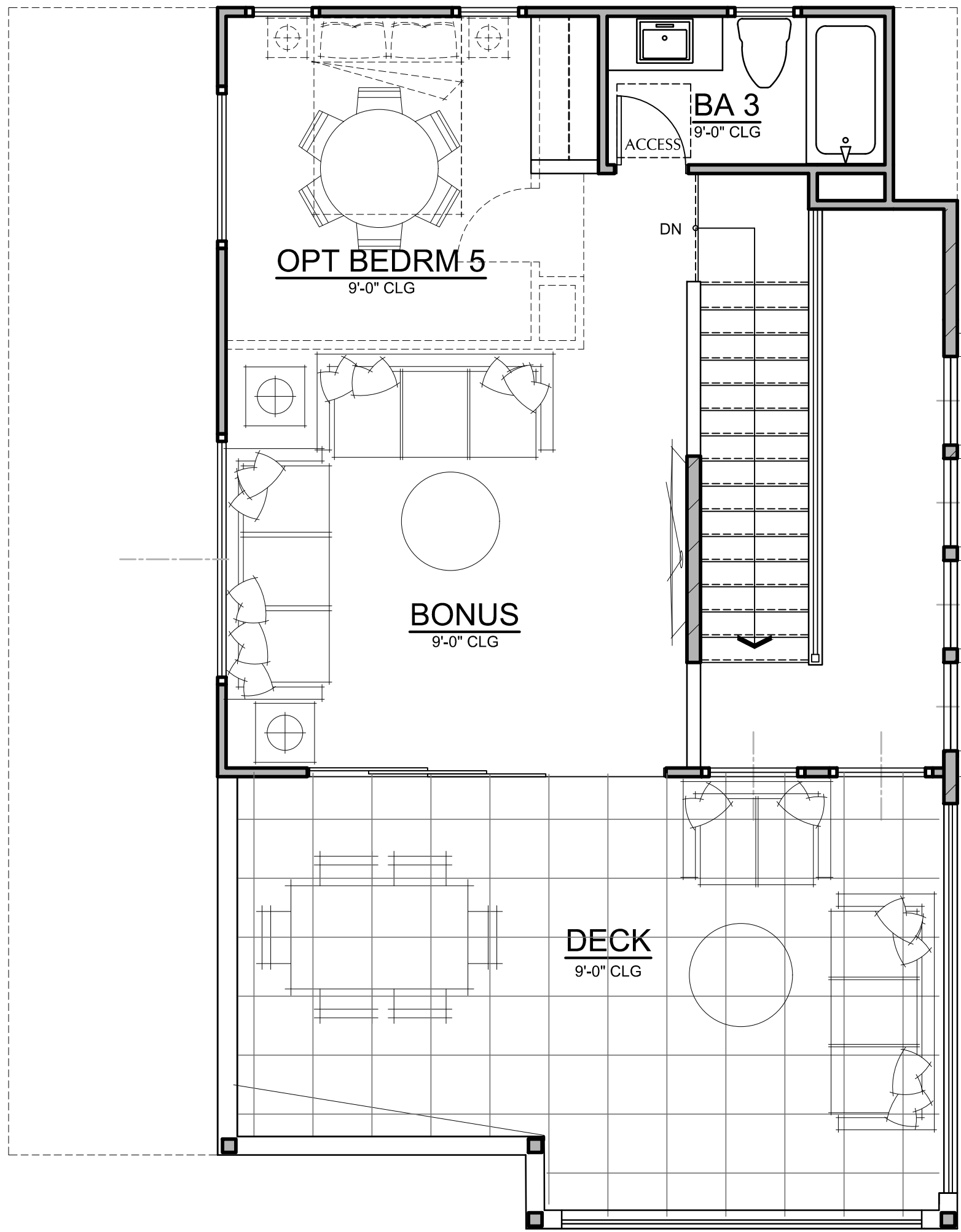
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM



FRONT ELEVATION

PLAN 4AX





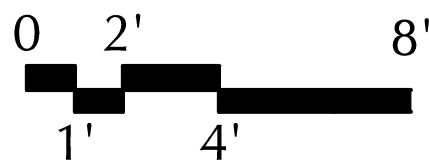
SECOND FLOOR

PLAN 4B

2,501 SF
4 BEDRM, 2 + 2 HALF BA,
3RD STORY BONUS + DECK

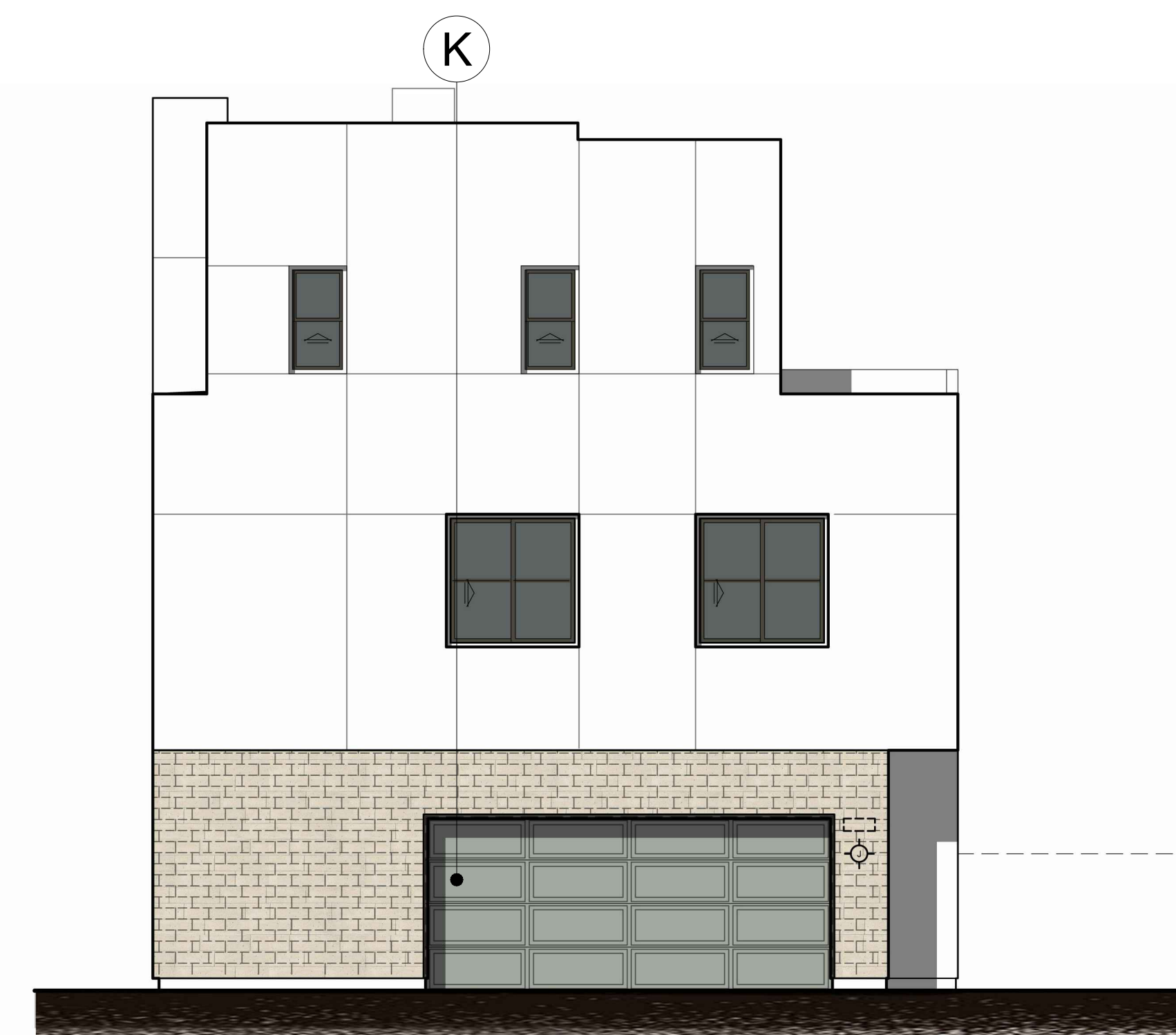
FIRST FLOOR

THIRD FLOOR

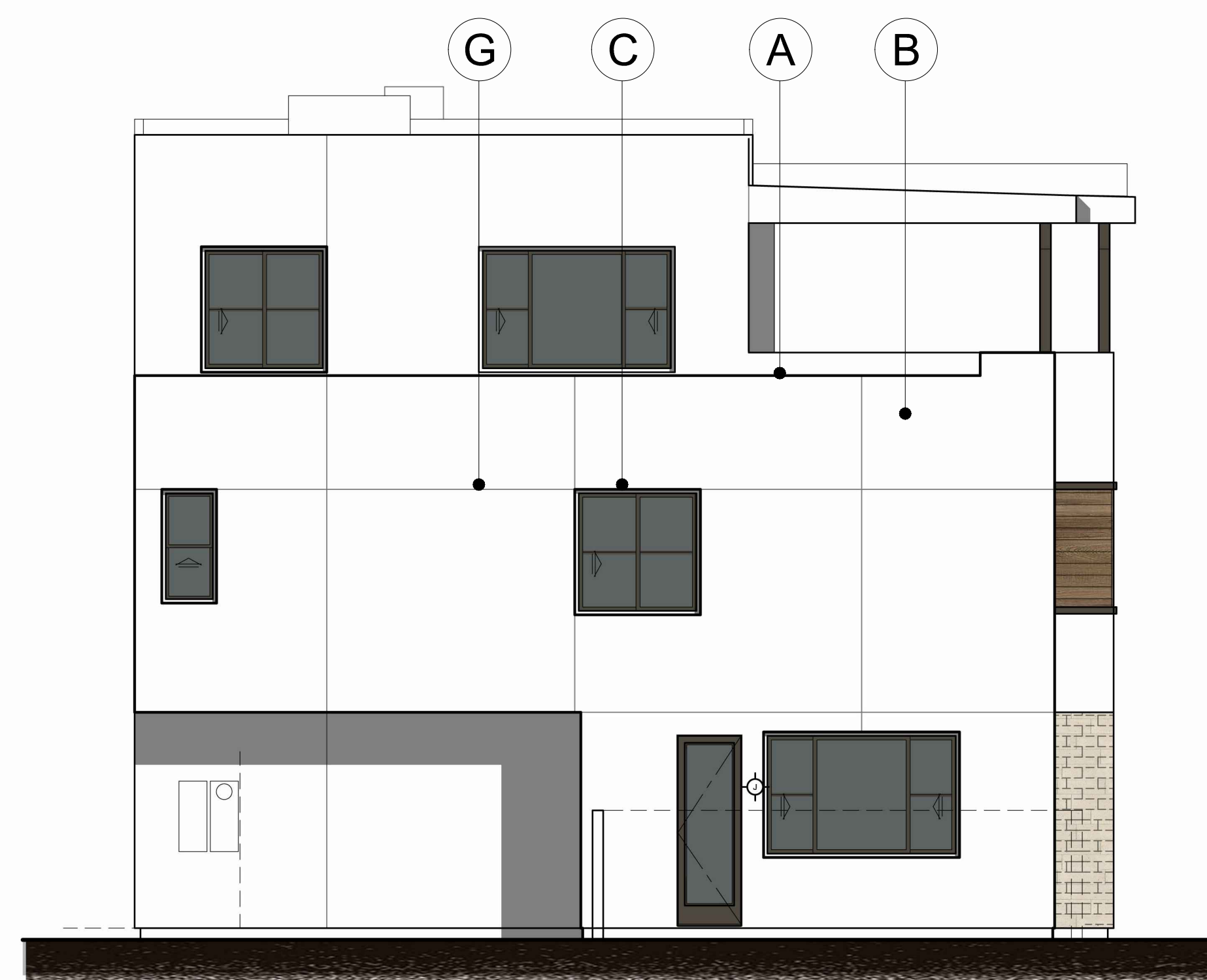




RIGHT/STREET ELEVATION



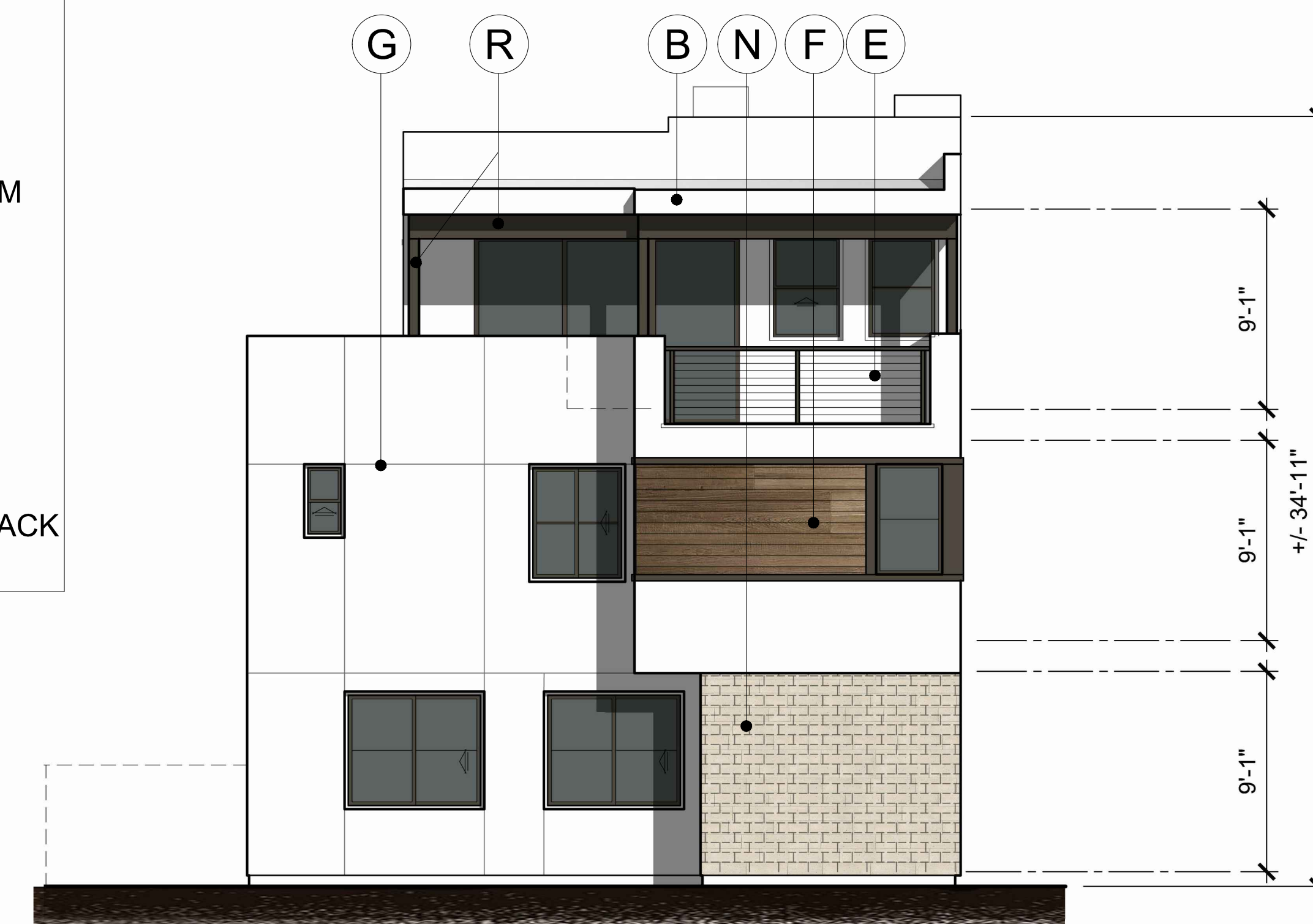
REAR ELEVATION



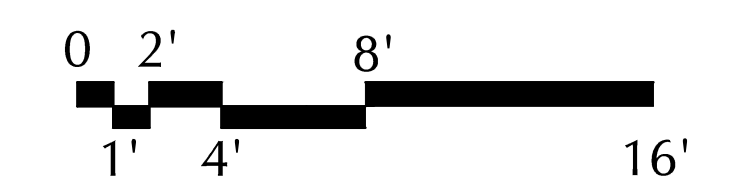
LEFT ELEVATION

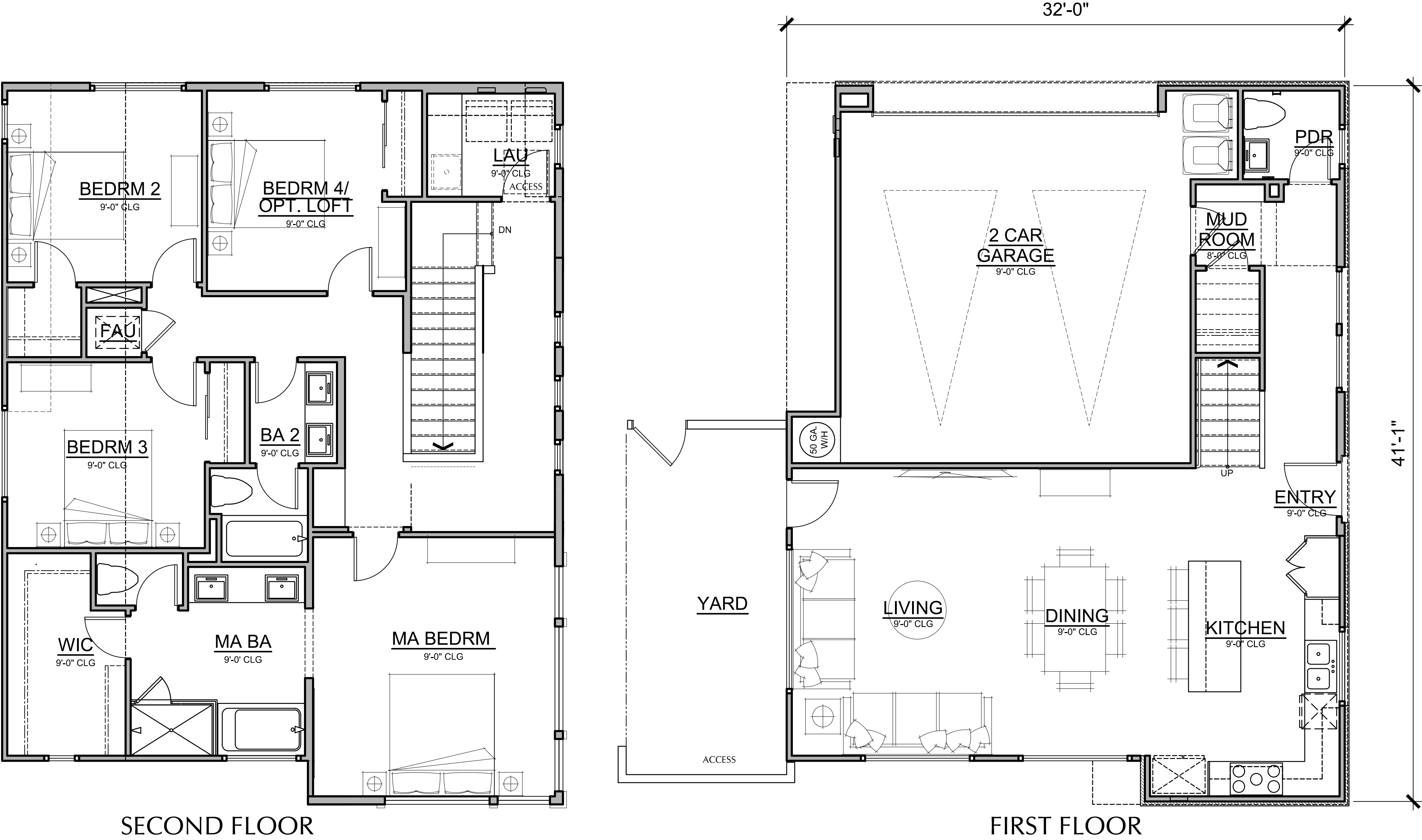
- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
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- I - TRIM
- J - EYEBROW CANTILEVER
- K - GARAGE DOOR
- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM

PLAN 4B



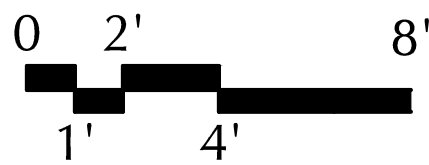
FRONT ELEVATION

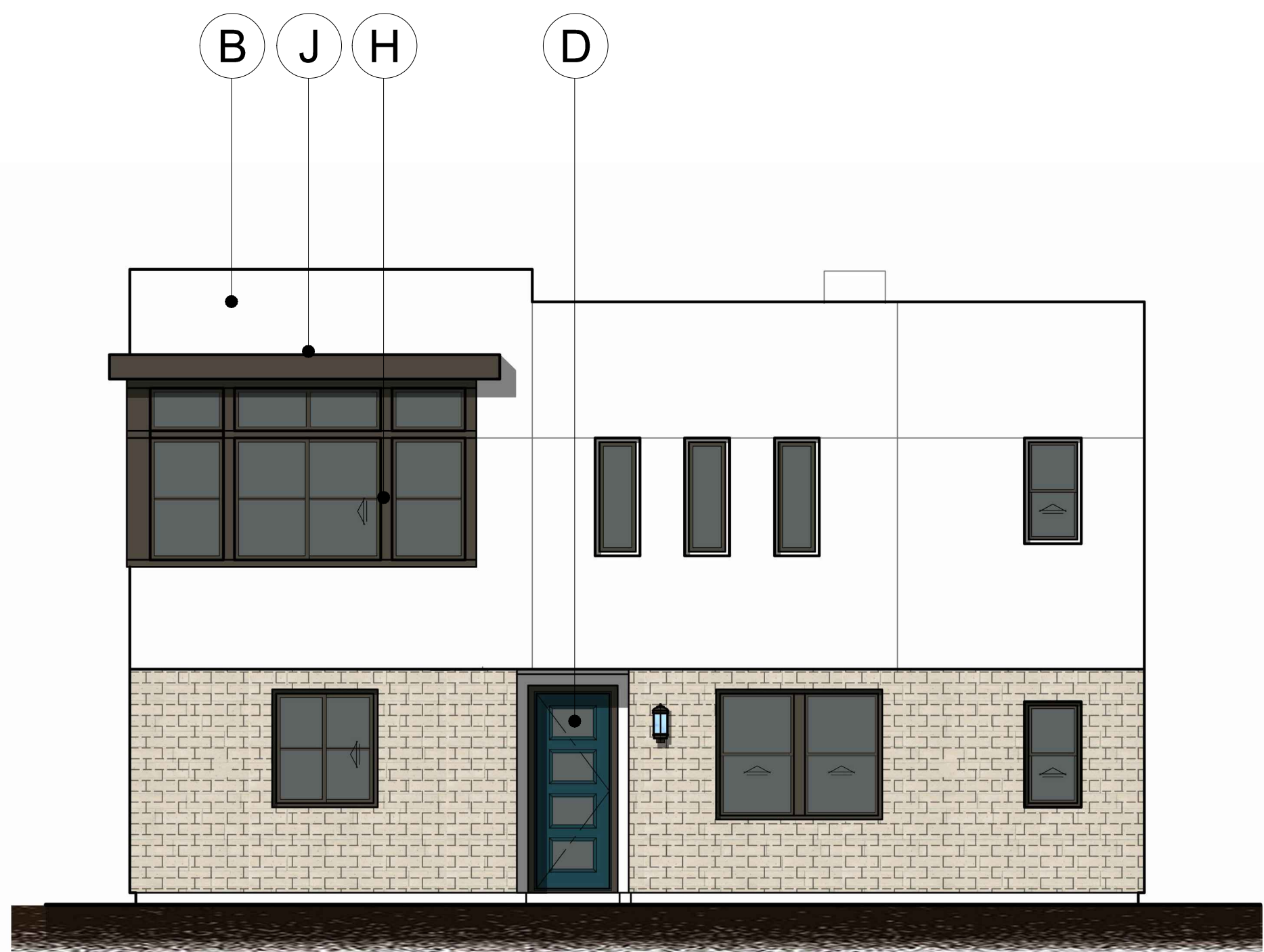




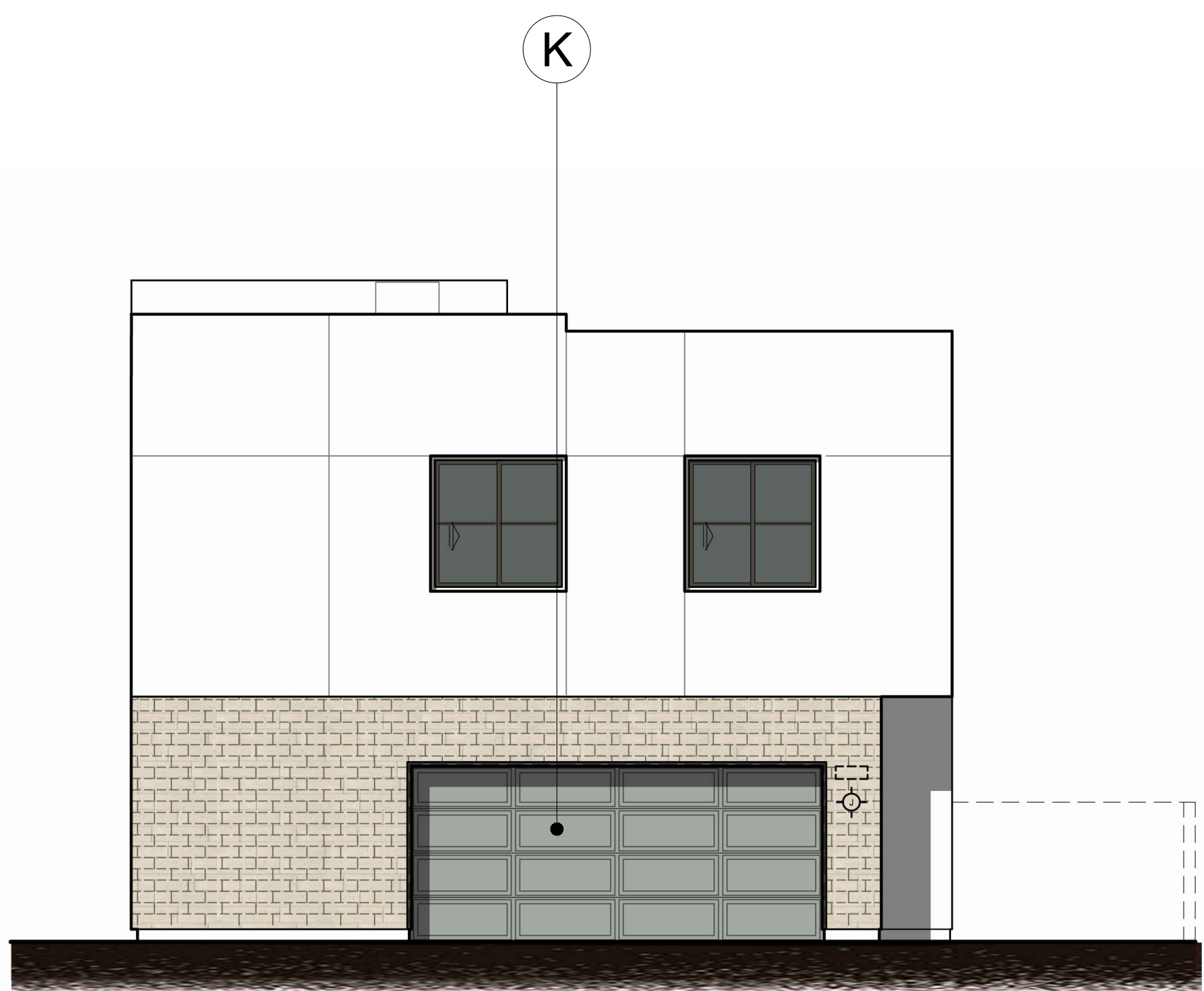
PLAN 4BX

1,969 SF
4 BEDRM , 2 1/2 BA

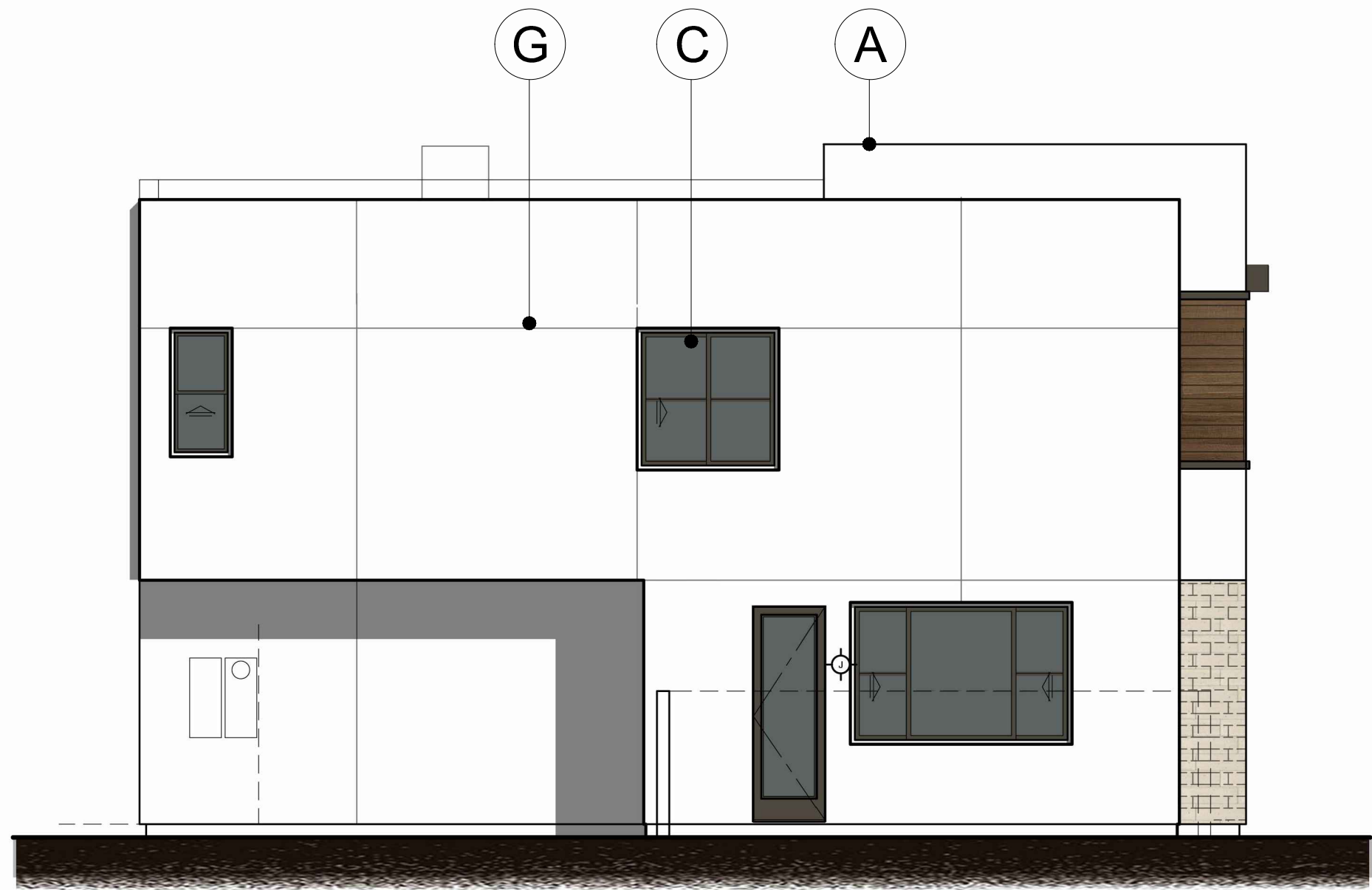




RIGHT/STREET ELEVATION

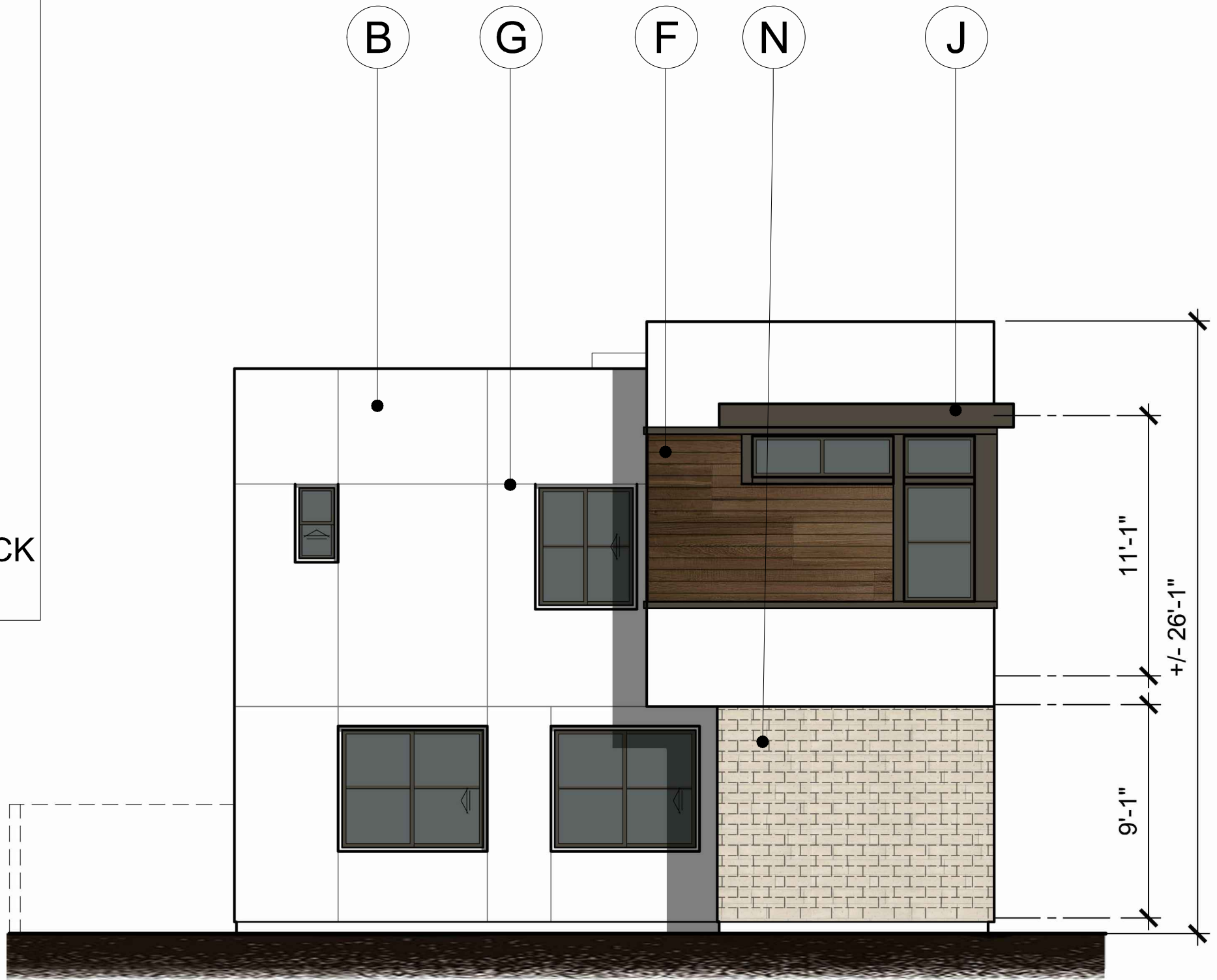


REAR ELEVATION

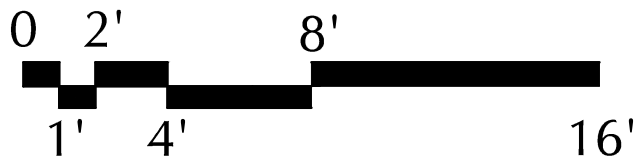


LEFT ELEVATION

- A - ROOF PARAPET
- B - STUCCO
- C - WINDOW
- D - FRONT DOOR
- E - METAL RAILING
- F - FAUX WOOD TILE
- G - STUCCO SCREED
- H - STUCCO WRAPPED FOAM TRIM
- I - TRIM
- J - EYEBROW CANTILEVER
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- L - OBSCURED GLASS WINDOW
- M - UTILITY CABINET
- N - MASONRY VENEER
- O - METAL AWNING
- P - PRECAST TRIM
- Q - WOOD SHUTTER ON FAUX TRACK
- R - WOOD POST/BEAM



FRONT ELEVATION



PLAN 4BX

ROSECRANS PLACE

AR1.4BX.2

08.30.19





STREET ELEVATION

