



City of Gardena
City Council Meeting
AGENDA REPORT SUMMARY

Agenda Item No. 8. B. (1)
 Department: COMMUNITY DEVELOPMENT
 Meeting Date: 12/15/2020
 Resolution Nos.: 6486 and 6487
 Ordinance No.: 1824

TO: THE HONORABLE MAYOR AND CITY COUNCIL MEMBERS
AGENDA TITLE: PUBLIC HEARING: Environmental Assessment #7-20, General Plan Amendment #4-20, Zone Change #3-20 (Flynt GPA & ZC)
 LOCATION: 1108 W. 141st Street
 APPLICANT: Gardena LF, LLC
 (a) RESOLUTION NO. 6486, Adopting a Mitigated Negative Declaration and Mitigation Monitoring Program for General Plan Amendment #4-20 and Zone Change #3-20 for a property located at 1108 W. 141st Street
 (b) RESOLUTION NO. 6487, Approving General Plan Amendment #4-20 changing the Land Use Designation of a property located at 1108 W. 141st Street from Medium Density Residential and High Density Residential to General Commercial with a Mixed-Use Overlay
 (c) ORDINANCE NO. 1824, Approving Zone Change #3-20 changing the Zoning of a property located at 1108 W. 141st Street from Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed-Use Overlay (MUO)

<u>COUNCIL ACTION REQUIRED:</u>	<u>Action Taken</u>
<ul style="list-style-type: none"> • Conduct a Public Hearing • Receive testimony from the public • Approve Resolution Nos. 6486 and 6487 • Introduce Ordinance No. 1824 	

RECOMMENDATION AND STAFF SUMMARY:

Staff respectfully recommends that the City Council conduct a public hearing and adopt Resolution No. 6486 and Resolution No. 6487 and introduce Ordinance No. 1824.

On July 13, 2020, the applicant, Gardena LF, LLC, applied for a General Plan Amendment and Zone Change for the 4.59-acre property to change the land use designation from Medium Density Residential and High Density Residential to General Commercial with a Mixed-Use Overlay and the zoning from Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed-Use Overlay (MUO), respectively. The property is currently used as a parking lot for the Lucky Lady Casino. No physical development is proposed at this time.

An Initial Study and Mitigated Negative Declaration (IS/MND) was circulated for a 20-day review period. A Mitigation Monitoring and Reporting Program (MMRP) was also prepared.

On November 17, 2020, the Planning Commission held a public hearing and adopted Resolution No. PC 12-20 recommending that the City Council adopt the MND and MMRP and approve the General Plan Amendment and Zone Change. A full analysis of the project is contained in the Planning Commission packet that is attached by reference.

As an additional note, the City is concurrently processing a request from Melia Homes to rezone a property from commercial to residential for development of 84 homes. Similarly, The Olson Company is proposed to up-zone a residential property to R-4 in order to develop 50 units. The proposed project is contingent upon the concurrent change in land use so that there would be no net loss of residential capacity. The change in the General Plan/Zoning for the Melia and The Olson Company projects will more than compensate for the potential units that could be built on the subject site.

FINANCIAL IMPACT/COST:

None

ATTACHMENT:

- Planning Commission Staff Report and Resolution adopted on November 17, 2020
- Resolution No. 6486 with attachments
- Resolution No. 6487 with attachments
- Ordinance No. 1824 with attachments

Submitted by: _____



Raymond Barragan, Acting
Community Development Director

Date: 12/10/2020

Concurred by: _____



Clint Osorio, City Manager

Date: 12/10/2020

CITY OF GARDENA
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STAFF REPORT
RESOLUTION NO. PC 12-20
EA #7-20; GPA #4-20; ZC #3-20
APNS: 6115-015-023
AGENDA ITEM #6

DATE: November 17, 2020

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

FROM: Raymond Barragan, Acting Community Development Director

CASE PLANNER: John F. Signo, AICP, Senior Planner

APPLICANT: Gardena LF, LLC

LOCATION: 1108 W. 141st Street
(APN: 6115-015-023)

REQUEST: The applicant requests the following for a 4.59-acre property located at the northeast corner of Rosecrans and Budlong Avenues, adjacent to the Lucky Lady Casino:

- 1) General Plan Amendment to change the land use designation (GPA #4-20) from Medium Density Residential and High Density Residential to General Commercial with a Mixed-Use Overlay; and
- 2) Zone Change (ZC #3-20) from Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed-Use Overlay (MUO).

Approval of these items requires adoption of a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) (EA #7-20).

BACKGROUND

The property at issue is the 4.59 acre parcel that lies immediately to the west of the former Normandie Casino, now the Lucky Lady Casino.

In 1978 the City approved a conditional use permit (CUP) for parking on the Project site and the site continues to provide surface parking for the Lucky Lady Casino located directly to the east.

In 2016 the Normandie Casino was transferred to one of Larry Flynt's organizations, Casino, LLC. In July 2016, the City entered into an Economic Assistance Agreement with Casino, LLC, where for a period of 8 years the City would reimburse a percentage of the gross revenue fee to the Casino. In 2018 the City and Casino, LLC entered into an Amendment which extended the reimbursement period and increased the reimbursement to the Casino. (See staff report, Attachment 1.) The impetus for this was to allow Casino, LLC to develop the excess land surrounding the Casino. A portion of the excess land is currently under development on Vermont Avenue for the 63-unit KB Home Stonefield project. Projects contemplated at the time of the Amendment included a hotel and mixed retail/shopping complex. The hotel was the City's preferred alternative. In 2018 an Offering Memorandum was put out for the sale of 2.0 acres of the Property (Attachment 2). The remainder of the Property is required for Casino parking.

On July 13, 2020, the applicant, Gardena LF, LLC, applied for a General Plan Amendment and Zone Change for the 4.59-acre property to change the land use designation from High Density Residential to General Commercial with a Mixed-Use Overlay and the zoning from Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed-Use Overlay (MUO), respectively. Although no development is currently being proposed, the changes are being pursued at this time due to a recent change in the law which took effect at the beginning of January 2020.

Government Code Section 66300 now provides that a city may only change a land use designation or zoning ordinance to a less intensive residential use, if it concurrently makes changes to other parcels within the city to ensure there is no net loss in residential capacity, as discussed below.

NO NET LOSS

The 4.59 acres is divided between approximately 4.06 acres of high density multiple-family residential (R-4) zone and 0.53 acres of medium density multiple-family residential (R-3) zone. All of the 2.0 acres being offered for sale is in the R-4 zone. The R-3 zone allows a density of 17 units per acre. The R-4 zone allows up to 30 units per acre, but based on the 5 most recent applications in zones that allow this density, the average density has been 21.62 units per acre, with the densest development being 24.7 units per acre. Based on these figures, the 2.0 acres that could be developed would yield approximately 50 housing units. If all of the acreage were to be developed, which is not possible because of the need for Casino parking, the Property could be developed with approximately 108 units.

On October 20, 2020, the Planning and Environmental Quality Commission recommended approval to the City Council of a project (Evergreen Residential Project) from Melia Homes, Inc. for a General Plan Amendment and Zone Change for a 4.23-acre property located at 13615, 13619, and 13633 Vermont Avenue. The land use designation would be changed from General Commercial to High Density Residential and the zoning from C-3 (General Commercial) to R-4 (High Density Multiple-Family Residential). The City Council approved the General Plan Amendment and introduced the Zone Change Ordinance on November 10, 2020, which will allow the development of 84 units.

On October 20, 2020, the Planning Commission also recommended approval to the City Council of a project from The Olson Company for a General Plan Amendment and Zone Change for a 2.02

acre property located at 1335, 1337, 1341 and 1343 West 141st Street. The land use designation will be changed from Low and Medium Density Residential to High Density Residential and the zoning similarly changes from R-1 (3 lots, 1.39 acres) and R-3 (0.63 acres) to R-4. The original land use and zoning designations could have resulted in development of 14 units. The City Council approved the General Plan Amendment and introduced the Zone Change Ordinance on November 10, 2020, which will allow the development of 50 units, or 36 more units than allowed under the existing zoning.

As the proposed Project involves the potential future development of approximately 2.0 acres of the 4.59 acres, Melia's Evergreen Residential Project would more than make up for the loss of residential development that could have been built on the developable portion of the Project site. However, even if the entire 4.59-acre parcel was developed for residential uses, the Melia and The Olson Company projects would compensate for the housing that could have been developed on the Project site.

PROJECT DESCRIPTION/SETTING

The project site is comprised of one parcel (APN 6115-015-023) totaling 4.59 acres located on the north side of Rosecrans Avenue between Budlong Avenue to the west and Vermont Avenue to the east. The project site's topography is relatively flat and the dimensions of the subject property are approximately 280.5 feet deep by 630 feet wide.

The site is primarily accessed from a driveway on Rosecrans Avenue located between the parking area and the Lucky Lady Casino. A second gated driveway is located along Budlong Avenue at the northwest corner of the site. The perimeter of the site is surrounded on the south, west, and north by a mix of iron fence and block wall with landscape hedges. The eastern portion of the site is open to the driveway and surface parking north of the Lucky Lady Casino.

In addition to being directly adjacent to the Lucky Lady Casino, the site is located approximately 1.0 mile north of the Hustler Casino. The site is also located approximately 2.0 miles southeast of the SpaceX Campus in Hawthorne, 3.8 miles southeast of the new LA Stadium and Entertainment District Development, 6.0 miles southeast of the Los Angeles International Airport (LAX), approximately 8.0 miles south of USC, 2.5 miles northwest of the StubHub Center and 9.0 miles south of Downtown Los Angeles.

Regional access to the site is provided via the Harbor Freeway (I-110) to the east, the Artesia Freeway (SR-91) to the south, and the Glen Anderson Freeway (I-105) to the north of the site. Local access to the site is provided primarily from Rosecrans Avenue. Within the project area, Rosecrans Avenue is accessed from Vermont Avenue to the east and Normandie Avenue to the west.

Uses surrounding the Project site include:

- North: Directly north of the Project site is the Church of the Holy Communion property, zoned Medium Density Multiple-Family Residential Zone (R-3), and West 141st Street. West 141st Street is a cul-de-sac that extends east from Budlong Avenue and terminates at the northeastern portion of the Project site.

- East: Directly east of the Project site is the Lucky Lady Casino and associated surface parking. To the east of the Lucky Lady Casino are commercial uses fronting Vermont Avenue. Uses to the east of the Project site are zoned General Commercial Zone (C-3).
- South: Rosecrans Avenue forms the southern boundary of the Project site. South of Rosecrans Avenue are an Airgas (gases, welding and safety products) store, Rosecrans Care Center, and a Popeyes Restaurant, zoned C-3. South of Rosecrans Avenue to the southeast of the Project site is the Strawberry Square shopping center, also zoned C-3. South of Rosecrans Avenue to the southwest of the Project site, across Budlong Avenue are multiple-family residences zoned R-3.
- West: Budlong Avenue forms the western boundary of the Project site. West of Budlong Avenue are multiple-family residences zoned R-4.

	Zoning Designation	General Plan Land Use Designation	Existing Land Uses
Project Site	R-3 & R-4 (current)	Medium and High Density Residential (current)	Parking Lot
North	R-2 & R-3	Medium Density Residential	Church and Residences
South	C-3 & R-3	General Commercial and Medium Density Residential	Commercial, Care Facility, Shopping Center, Residential
West	R-4	High Density Residential	Apartments
East	C-3	General Commercial	Casino, Commercial

ENVIRONMENTAL REVIEW

As stated above, no development is proposed at this time. However, for the purposes of the California Environmental Quality Act (CEQA), it is necessary to look at the impacts of a likely development. Based on the Offering Memorandum and the Amendment to the Economic Assistance Agreement, it was presumed that two acres would be developed with a hotel and restaurant and the remainder of the site would remain as parking for the casino. The hotel would be up to 126 rooms and approximately 68,000 square feet and there would be a separate 5,000 square foot restaurant. Although a restaurant such as a Denny's is most likely adjacent to a hotel, the environmental document considered a fast-food restaurant to anticipate a worst-case scenario.

It is noted that the City is currently considering amending the development standards for Amenity Hotels within the City as part of a separate project. The proposed amendments to the Zoning Code would add a definition for an Amenity Hotel that would provide certain amenities for guests above and beyond the type of hotels/motels that were developed in Gardena in earlier years. Amenity Hotels would be allowed by right on Arterials and Major Collector Streets within the General

Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1) and General Industrial (M-2) zones. A CUP would continue to be required for all other types of hotels and motels. The development standards would also be amended to increase the FAR from 0.5 to 2.0 and reduce the minimum lot size from 1.0 to 0.5 acres. Other amendments to the development standards under consideration include reducing minimum landscape requirements, increasing height, and reducing parking standards specific to Amenity Hotels. If the Amenity Hotel zoning amendment is approved, then an Amenity Hotel could be developed by right on the Property. Again, in order to assess the worst-case scenario, the CEQA document analyzed a hotel that could be developed under the proposed standards.

De Novo Planning Group prepared an Initial Study, Mitigated Negative Declaration (IS/MND), and Mitigation Monitoring and Reporting Program (MMRP) under contract to the City to determine whether implementation of the project may cause significant adverse environmental impacts. These documents are attached to proposed City Council Resolution No. 6486 (Exhibit A).

The IS/MND was prepared and noticed in accordance with all requirements of CEQA (Public Resources Code § 21000 *et seq.*) and the CEQA Guidelines (14 Cal. Code of Regs. § 15000 *et seq.*) (collectively, “CEQA”). The IS/MND was subject to a 20-day public review period of October 12, 2020 to November 2, 2020. No comment letters were received during this time.

In accordance with SB 18 and AB 52, the City sent consultation requests to the list of tribes provided by the Native American Heritage Commission. On July 30, 2020, the City received a request for consultation from the Gabrieleno Band of Mission Indians-Kizh Nation. However, after explaining that there is no specific development being proposed at this time, the Gabrieleno Band indicated that consultation was not needed. No other Native American Tribes responded.

The IS/MND determined that there were potentially significant impacts from future development with regard to a number of topics. In certain cases, standard conditions of approval will reduce the impacts below a level of significance. This is true for the topics of Cultural Resources, certain areas of Geology and Soils, and Noise. The applicable conditions are included in the IS/MND.

Other topic areas require mitigation. However, the mitigation measures included in the Mitigation Monitoring and Reporting Program attached to the Resolution as Exhibit B will mitigate the impacts relating to Biological Resources, Geology and Soils, Greenhouse Gas Emissions, Transportation, and Mandatory Findings of Significance to below a level of significance. While several of the mitigation measures are standard ones that have been imposed on other projects, it is noted that the City is now analyzing traffic impacts under the new VMT CEQA Guidelines. Based on this, the future developer of a hotel would be required to mitigate transportation impacts by offering transit passes to a percentage of hotel employees to reduce the total amount of vehicle miles travelled.

No other impact areas required mitigation as the impacts would be less than significant. Any project developed on the Property will be subject to the conditions and mitigation measures listed in the IS/MND and MMRP.

The IS/MND was independently reviewed by City staff. In making all of the required findings and recommendations, the Planning Commission will exercise its independent judgment, as will the City Council.

ANALYSIS

GENERAL PLAN AMENDMENT AND ZONE CHANGE

Per Gardena Municipal Code (GMC) Section 18.52.010, whenever the public necessity, convenience, general welfare, or good land use and zoning practices require, the council may amend, supplement or change the land use designation, regulations, zone boundaries or classifications of property in accordance with the procedures of the California Government Code, as supplemented by the provisions of the GMC. The Planning Commission is required to provide a recommendation on these changes.

If approved, the General Plan Amendment to General Commercial and Zone Change to the C-3 zone would allow a number of commercial uses to be permitted on the subject property, including a hotel and restaurant use. These uses are listed as permitted uses under Section 18.32.020 and conditionally permitted under Section 18.32.030 of the Gardena Municipal Code. The MUO district would allow additional uses, including residential, to be developed on the subject property as described in Sections 18.19.030 and 18.19.040.

While staff recognizes the need for housing in the City, staff still believes that the change in land use designation and zoning is in the best interests of the general welfare and represents good land use planning practices. The City currently has a jobs/housing imbalance in that it has more housing than jobs. A portion of the overall Casino property was changed from commercial to residential to allow for the KB development at Vermont and 141st Street. Other commercial and industrial properties have also been changed for residential development as well. The proposed amendments provide an opportunity for commercial development that will have synergy with the Casino, provide jobs and improve the City's tax base, allowing it to continue to provide the highest level of services to its citizens. Additionally, as the property is located in a High Quality Transit Area, the changes will allow employees and users of a commercial development to take advantage of alternative modes of transportation to reduce greenhouse gas impacts. The Property is located on one of the arterials routes in the City where commercial development will be consistent with other development in the immediate area. Further, by including a Mixed-Use Overlay designation which allows residential housing as an allowed use, the City is not foreclosing residential development if a proposal were to be submitted. This is all consistent with the following Land Use and Economic Development Goals:

- LU Goal 2 Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.
- ED Goal 1 Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

Any future development on this Property will be subject to the Mitigation Measures set forth in the Mitigation Monitoring and Reporting Program and the conditions of approval outlined in the Initial Study/Mitigated Negative Declaration.

ECONOMIC IMPACT

The staff report accompanying the Amendment to the Economic Assistance Agreement indicated that a mixed retail/shopping complex could increase the sales tax by approximately \$112,000 per year and development of a hotel could increase the City's transient occupancy tax revenue by approximately \$800,000 per year. Property tax will also increase with the development of the site. No impact fees are required at this time.

RECOMMENDATION

Staff recommends the Planning Commission adopt Resolution No. PC 12-20 which does the following:

- 1) Recommends that the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the General Plan Amendment and Zone Change (Resolution No. 646);
- 2) Recommends that the City Council adopt the General Plan Amendment (Resolution No. 6487); and
- 3) Recommends that the City Council adopt the Zone Change (Ordinance No. 1823).

ATTACHMENTS

Attachment 1 – Staff Report for Amendment to Economic Assistance Agreement

Attachment 2 – Flynt Offering Memorandum

Attachment 3 – Resolution No. PC 12-20

- Exhibit A – Resolution No. 6486, Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
 - Exhibit 1 – Draft IS/MND dated October 2020 (under separate cover)
 - Exhibit 2 – Mitigation Monitoring and Reporting Program
- Exhibit B – Resolution No. 6487, Amending the General Plan Land Use Designation from Medium and High Density Residential to General Commercial with a Mixed Use Overlay
 - Exhibit 1 – General Plan Land Use Map change
- Exhibit C – Ordinance No. 1823, Rezoning the Property from Medium (R-3) and High (R-4) Density Multiple-Family Residential to General Commercial (C-3) with a Mixed Use Overlay (MUO)
 - Exhibit 1 – Zone Change Map

Attachment 4 – Notice of Public Hearing and Notice of Intent to Adopt an MND



City of Gardena
City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 8. A. (1)
 Department: ELECTED and ADMINISTRATIVE OFFICES
 Meeting Date: 04/24/2018

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

AGENDA TITLE: **PUBLIC HEARING: SECOND AMENDMENT TO ECONOMIC ASSISTANCE AGREEMENT WITH CASINO, LLC (LARRY FLYNT'S LUCKY LADY CASINO)**

COUNCIL ACTION REQUIRED:

- Conduct a Public Hearing
- Approve Second Amendment to Economic Assistance Agreement with Larry Flynt's Lucky Lady Casino (Casino, LLC), and Authorize the City Manager to Sign

Action Taken

RECOMMENDATION AND STAFF SUMMARY:

Staff respectfully recommends that City Council conduct a Public Hearing; approve the Second Amendment to the Economic Assistance Agreement with Casino, LLC; and authorize the City Manager to sign.

The Lucky Lady Casino (Casino, LLC) owns 6.4 acres of prime developable excess land which the City wishes to have developed with uses that would significantly benefit north Gardena. Those preferred uses include residential development, a hotel, a bank, a drugstore, and a sit-down restaurant. As an incentive for such development, the Casino owner has proposed that an existing Economic Assistance Agreement with Casino, LLC be modified. That agreement currently provides that the City will reimburse certain eligible expenditures when monthly Casino gross revenue fees exceed \$2,000,000 with the reimbursement to be paid through and including July 31, 2024.

This Second Amendment extends the reimbursement period by 18 months, through January 31, 2026, and provides that, effective April 1, 2018, the Casino will be reimbursed for eligible expenditures at the rate of one-half (½) of the gross revenue license fee on gross receipts in excess of \$1,000,000 rather than \$2,000,000.

However, if desired development is not achieved, much, if not all, of that assistance will be retracted.

FINANCIAL IMPACT/COST:

See *Government Code 53083* analysis included in the Staff Report.

ATTACHMENT:

- 1) Staff Report
- 2) Second Amendment to Economic Assistance Agreement with Casino, LLC

Submitted by: Ed Medrano, Ed Medrano, City Manager

Date: 04/24/2018

CITY COUNCIL MEETING AGENDA STAFF REPORT

Agenda Item No. 8. A. (1)

Department: Elected/Administrative Offices

Meeting Date: 04/24/2018

AGENDA TITLE: **PUBLIC HEARING: SECOND AMENDMENT TO THE ECONOMIC ASSISTANCE AGREEMENT WITH CASINO, LLC (LARRY FLYNT'S LUCKY LADY CASINO)**

RECOMMENDATION:

Staff respectfully recommends that the City Council conduct a Public Hearing; approve the Second Amendment to the Economic Assistance Agreement with Larry Flynt's Lucky Lady Casino (Casino, LLC); and authorize the City Manager to sign.

BACKGROUND:

On July 20, 2016, the City Council approved an Economic Assistance Agreement (Agreement) with Larry Flynt's Lucky Lady Casino (Casino, LLC). That agreement provided economic assistance starting on August 1, 2016, and running through July 31, 2024, a total of eight (8) years. The City agreed to reimburse one-half (50%) of the twelve percent (12%) gross revenue fee on monthly gross revenue in excess of \$2,000,000 per month, provided that the reimbursement returned did not exceed eligible promotional expenditures.

Eighty percent (80%) of the reimbursement payments were a grant to support the Company's promotional activities and twenty percent (20%) constituted a loan. The interest-free loan was to be repaid commencing on the eighth (8th) anniversary of the Agreement. Repayment was to be made in a monthly amount equal to one percent (1.0%) of the monthly gross gaming revenues of the Card Club in excess of \$2,000,000.

To-date, the total economic assistance that the City has provided to the Company is approximately \$27,159.00. The total accrued City loan amount to date is \$5,431.77.

There currently exists approximately six and four-tenths (6.4) acres of "excess land" surrounding the Casino which is controlled by the Casino. Casino, LLC intends to put the excess land to good and valuable use. One of the options that the Company has considered is the construction of new hotel with a minimum of seventy (70) rooms. Casino is also considering alternate options including a chain grocery store, a full-service drugstore, a department store, a chain office supply store, a full-service bank, a full-service sit-down restaurant, a national quick service restaurant or a strip retail center.

In order for Casino, LLC to be in a viable financial position to realize the uses preferred by the City the Company has proposed a revision of the current Agreement.

The proposed amendment to the Agreement would:

- Effective April 1, 2018, lower the gross revenue threshold from \$2,000,000 to \$1,000,000;
- Extend the reimbursement period 18 months to January 31, 2026; and
- Eliminate the City loan feature so that only the \$5,431.77 accrued to date will be repaid to the City.

Based on 2017 calendar year gross receipts this proposal will reduce the City's card club revenues by approximately \$498,000 per year, with an aggregate reduction of \$3,984,000 over the 7-year 9-month extended term of the agreement.

Agenda Item No. 8. A. (1)

Department: Elected/Administrative Offices

Meeting Date: 04/24/2018

A new hotel within the Lucky Lady Casino complex hosts a number of advantageous financial opportunities for the City. The new hotel is anticipated to have a minimum of 70 rooms, up to approximately 100 rooms with a prevailing rate of \$200 per night. Approximately \$800,000 per year in additional Transient Occupancy Tax (TOT) at 100 rooms is forecasted as a result of building a new hotel within the casino property. The TOT rate is 11% per night which yields a TOT revenue of approximately \$800,000 per year.

Casino, LLC has already agreed to sell a portion of the property to a major real estate developer to be developed into a new residential area. It is anticipated that approximately 100 homes will be built as a result of a partial sale of the Lucky Lady Casino property with a valuation of \$500,000 per home. The total additional property tax revenues for 100 homes valued at \$500,000 is \$55,600 per year.

The construction of the hotel and residential project will likely realize one-time revenues from building and plan check fees and permits. It is estimated that the hotel project would likely yield approximately \$250,000 in fees and permits and the residential project would likely yield another \$250,000 in fees and permits, bringing the total one-time fees revenues to \$500,000. In the event that a mixed retail/shopping complex is built in lieu of a hotel, the estimated building and plan check fees would be approximately \$70,000 to \$140,000 based on a valuation between \$5 million to \$10 million.

Sales tax revenues from hotel guests and new residents is very difficult to predict, but staff has performed an analysis and projects an annual additional sales tax revenue from hotel guests and new residents to be approximately \$910,000 per year.

If a mixed retail/shopping complex is built on the casino property in lieu of a hotel, the City's sales tax revenue substantially decreases. The City's sales tax consultant estimates the sales tax generated by a retail establishment to be about \$2.25 per square foot. Based on comparable mixed retail/shopping center complexes located within the City, the proposed site would have approximately 50,000 square feet of retail space. Based on these variables, the estimated total net sales tax revenue to the City can be as much as \$112,000 per year. The total projected additional annual revenue to the City without a hotel but with a mixed retail/shopping complex is \$167,000 and approximately \$320,000 to \$390,000 in one-time revenues for building and plan check fees.

If Casino, LLC fails to build a hotel the Company agrees to revise the reimbursement payment retroactively by changing the threshold from \$1,000,000 to \$1,250,000 effective April 1, 2018, and paying the City the back the difference in monthly amounts equal to two percent (2%) of monthly gross gaming revenues of the Company in excess of \$1,000,000: estimated to be approximately \$120,000 per year. However, that modification of the threshold will not take place if, in lieu of developing a hotel on the excess land, a chain grocery store, a full-service drugstore, a department store or a chain office supply store; and a full-service bank, a full service sit down restaurant or a national quick service restaurant are developed. The threshold modification will also not take place if a use is developed that will generate 45% of the TOT generated by the Best Western Hotel.

GOVERNMENT CODE § 53083 REPORT

The report required by Government Code § 53083 is based on the additional costs and benefits to the City if the Agreement is amended as proposed. Government Code § 53083 requires each local agency, before approving any economic subsidy in excess of \$100,000.00, to provide all of the following information in written form available to the public, and through the Internet web site.

- 1) Name of Contracting Party
Casino, LLC, a California Limited Liability Company
Larry Flynt, Manager
8484 Wilshire Boulevard, Suite 900
Beverly Hills, CA 90211

Larry Flynt's Lucky Lady Casino
1045 West Rosecrans Avenue
Gardena, CA 90247
- 2) Economic Assistance Agreement Amendment
Start date: April 1, 2018 to January 31, 2026
- 3) The Economic Assistance Agreement provides public funds to Casino, LLC only from the tax revenue generated by the Company. The Agreement provides that, if City's revenue from Gross License fees from Larry Flynt's Lucky Lady Casino exceeds \$120,000, fifty percent (50%) or one-half (½) of the amount received above that amount will be reimbursed to the Company. It is estimated that the City's net revenue for the term of the agreement years will be reduced by approximately \$3,984,000, or \$498,000 annually.
- 4) Card club revenue represents eighteen percent (18%) of the General Fund revenue. A new Hotel will increase the City's Transient Occupancy Tax (TOT) revenue by approximately \$800,000 per year. The total increase in TOT over eight (8) years is \$6,400,000. In addition to TOT, the City is projected to increase property tax revenue by \$55,600 per year and sales tax revenues from new residents and hotel guests will increase by \$910,000 per year.
- 5) If a mixed retail/shopping complex is built in lieu of a hotel, the projected increase in sales tax is approximately \$112,000 per year.
- 6) Building and plan check fees will likely yield the General Fund between \$320,000 to \$500,000 in one-time revenues due to construction permits and inspections.

The total number of jobs that will be created as a result of construction and operation of the uses under consideration ranges from 195 to 283 temporary jobs and 76 to 101 permanent jobs depending upon which development alternatives are ultimately achieved.

The required Public Hearing has been advertised.

Staff recommends that the City Council approve the Second Amendment to Economic Assistance Agreement with Casino, LLC, as presented.

Submitted by: 
Edward Medrano, City Manager

Date: 4/18/18

Attachment: Second Amendment to Economic Assistance Agreement

SECOND AMENDMENT TO ECONOMIC ASSISTANCE AGREEMENT

This Second Amendment to Economic Assistance Agreement ("Second Amendment") is effective as of April 1, 2018 ("Second Amendment Effective Date") by and between the City of Gardena, California ("City") and Casino, LLC, d/b/a Larry Flynt's Lucky Lady Casino ("Company").

WHEREAS, the City and the Company are parties to that certain Economic Assistance Agreement, dated July 20, 2016, as amended by that First Amendment to Economic Assistance Agreement, dated February 28, 2017 (collectively, "Agreement");

WHEREAS, the Agreement was intended to provide the Company with economic assistance in connection with its promotion of its Larry Flynt's Lucky Lady Casino ("Casino"), but has generated little assistance to the Company to date;

WHEREAS, there currently exists approximately six and four-tenths (6.4) acres of "excess land" surrounding the Casino which is controlled by the Company, as shown on **Exhibit A** hereto ("Excess Land");

WHEREAS, the Company intends to put (or cause/facilitate to be put) the Excess Land to good and valuable use (provided parking areas currently servicing the Casino and the parking for other future business operations may be combined in common) ("Proposed Plan") and the City desires that the Company do the same;

WHEREAS, the City desires that the Company include a hotel with a minimum of seventy (70) rooms in the Proposed Plan ("City Hotel Preference");

WHEREAS, in conjunction with the Proposed Plan, the City desires to see and anticipates an increase in the property values in the areas surrounding the Casino, an increase of its tax revenues, an increase to its employment base and a revitalization of the area surrounding the Casino;

WHEREAS, when the Excess Land was controlled by its prior owner the City desired that the prior owner put the Excess Land to good and valuable use but the prior owners did not do the same, and therefore, the City desires that the Company proceed with the Proposed Plan; and

WHEREAS, as of the Second Amendment Effective Date, the parties desire to amend the Agreement as set forth below.

NOW, THEREFORE, in consideration of the mutual promises set forth in this Second Amendment and in the Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Meaning of Terms: Except as defined in this Second Amendment, capitalized terms shall have the same meaning as ascribed to them under the Agreement.
2. Immediate Revision of Reimbursement Threshold/Sub-Section 2(b): The parties hereby agree that as of the Second Amendment Effective Date, Sub-Section 2(b) of the Agreement is hereby deleted in its entirety and replaced with the following (the "Revised Reimbursement Payment #1"):

The City shall reimburse the Company up to the aggregate amount of the current and previous Statement of Activities. The reimbursement payment (the "Reimbursement Payment") shall be in an amount equal to one-half (50.0%) of the 12% Gross Revenue License Fees on gross

gaming revenues in excess of One Million Dollars (\$1,000,000.00) per month. For example, if the Monthly Statement of Gross Revenues-Card Club shows \$1,200,000.00 of gross gaming revenue, the Company will be reimbursed \$12,000.00 (one-half of \$24,000.00 of "Gross Revenue License Fees" paid the City on gross gaming revenues in excess of \$1,000,000.00), provided that the reimbursement would not exceed aggregate amounts shown on Statements of Activity.

3. Deletion of Section 3 (City Loan) & Early Repayment of City Loan: The parties hereby agree that as of the Second Amendment Effective Date, Section 3 (City Loan) of the Agreement is hereby deleted in its entirety. Further, the parties acknowledge that, as of the Second Amendment Effective Date, the outstanding City Loan amount previously accrued is Five Thousand Four Hundred and Thirty-One Dollars and Seventy-Seven Cents (\$5,431.77) ("Accrued City Loan Amount") and that the same would not be due to the City until, at the earliest, August 2024. Therefore, the parties agree that the Company may pay a present value discounted amount of Four Thousand Four Hundred Eighty-Six Dollars and Thirty Four Cents (\$4,486.46) in full satisfaction of the Accrued City Loan Amount, provided the same is paid by the Company to the City within thirty (30) days of the mutual execution of this Second Amendment.
4. Acknowledgement of Prior Assistance: The parties acknowledge that approximately Twenty-Seven Thousand One Hundred and Fifty-Nine Dollars (\$27,159.00) of assistance, inclusive of the City Loan, has been previously provided by the City to the Company as of the Second Amendment Effective Date pursuant to the Agreement, and that any further assistance provided in the future will be in accordance with this Second Amendment.
5. Extension of Term/Sub-Section 2(e): In acknowledgment of the City's desire that the Company shall expeditiously proceed with the Proposed Plan, the parties agree that as of the Second Amendment Effective Date, Section 2(e) of the Agreement shall be revised to extend the Agreement through January 31, 2026, subject to Section 7 below (Possible Complete Reversion).
6. Potential Partial Reversion/Sub-Section 2(e):
 - a. Potential Second Revision of Reimbursement Threshold/Sub-Section 2(b): In acknowledgment of the City Hotel Preference, the parties agree that if, prior to the existing scheduled and un-amended expiration date of the Agreement, July 20, 2024 (as set forth in Sub-Section 2(e) of the Economic Assistance Agreement), the Company fails to accommodate the City Hotel Preference and has not built (nor caused/facilitated to be built) a hotel with a minimum of seventy (70) rooms on any of the Excess Land, then Sub-Section 2(b) of the Agreement shall again be deleted in its entirety and replaced with the following to be effective, as of the Second Amendment Effective Date (the "Revised Reimbursement Payment #2"):

The City shall reimburse the Company up to the aggregate amount of the current and previous Statement of Activities. The reimbursement payment (the "Reimbursement Payment") shall be in an amount equal to one-half (50.0%) of the 12% Gross Revenue License Fees on gross gaming revenues in excess of One Million Two Hundred Fifty Thousand Dollars (\$1,250,000.00) per month. For example, if the Monthly Statement of Gross Revenues-Card Club shows \$1,200,000.00 of gross gaming revenue, the Company would receive no reimbursement, but if the Monthly Statement of Gross Revenues-Card Club shows \$1,450,000.00 of gross gaming revenue, the Company would receive \$12,000.00 (one-half of \$24,000.00 of "Gross Revenue

License Fees” paid the City on gross gaming revenues in excess of \$1,250,000.00), provided that the reimbursement would not exceed aggregate amounts shown on Statements of Activity.

- b. Potential Repayment of Revised Reimbursement #1 Payment: Furthermore, the parties agree that should Section 6(a) herein be triggered, then the Company shall repay the City as follows:

The aggregate of any Revised Reimbursement Payments #1 made by City during the period of time that the Second Amendment was in effect which are in excess of the aggregate of the Revised Reimbursement Payments #2 shall be repaid by Company in monthly amounts equal to two percent (2.0%) of monthly gross gaming revenues of the Company in excess of One Million Dollars (\$1,000,000.00) per month commencing with the monthly Statement of Gross Revenues for July 2024 and payable at the same time as the monthly Gross Revenue License Fee is payable.

- c. Additional Preferred Uses: However, notwithstanding Section 6(a) herein, if, in lieu of a hotel, either: (i) at a minimum, a combination of any two (2) of the additional preferred uses set forth below, with at least one (1) use from category “A” and at least one (1) use from category “B”, or (ii) any combination of uses that is estimated, in good faith by the parties, to generate a minimum aggregate tax revenue to the City of at least forty-five (45%) of the average TOT payments made by the Gardena Best Western to the City over the prior three (3) years when the estimate is made, or (iii) such other use(s) as agreed upon by the City, are developed on the Excess Land then the Revised Reimbursement Payments shall not be recomputed as set forth in Section 6(a) and the Company shall not be liable to the City pursuant to Section 6(b) of this Second Amendment. For the sake of this Second Amendment, the “additional preferred uses” are: *category A*: a chain grocery store, a full service drugstore, a department store and a chain office supply store; and *category B*: a full service bank, a full service sit down restaurant and a national quick service restaurant.

7. Possible Complete Reversion: The parties acknowledge that should the Company fail to make substantial progress towards the achievement of the Proposed Plan before or on the forty-second (42nd) month anniversary (“Determination Date”) of the Second Amendment Effective Date then this Second Amendment shall be deemed null and void in its entirety as of the Determination Date, as if it was never executed. In such case, the Economic Assistance Agreement shall stand amended only by that First Amendment to Economic Assistance Agreement and all Reimbursement Payments that were made by the City under this Second Amendment in excess of the Reimbursement Payments that would have been made by the City had the Second Amendment never been executed will be repaid by the Company in monthly amounts equal to one percent (1%) of monthly gross gaming revenues of the Company in excess of One Million Dollars (\$1,000,000.00). For the sake of this Second Amendment, the determination of what constitutes “substantial progress” shall be mutually determined by the parties based on a reasonable person standard after good faith consultation with each other for a minimum of thirty (30) days after the Determination Date, provided that shall should at least thirty percent (30%) of the Excess Land be in development for residential or commercial use on or before the Determination Date, then the same shall be prima facie evidence of “substantial progress”.

8. Entitlements, Further Assistance & Assurances: The parties acknowledge that in order for the Company to succeed with the Proposed Plan, the Company will require the City’s assistance and cooperation. Therefore, the City hereby agrees to use commercially reasonable efforts to expedite necessary items and

otherwise cooperate and assist Company, its affiliates and/or such other appropriate third parties, in succeeding with the Proposed Plan. Each of the parties shall cooperate, execute and deliver any other supplementary instruments and documents and perform any acts that may be appropriate or necessary to give full force and carry out the agreements of the parties.

9. Ambiguities: Each party and its counsel have participated fully in the review and revision of this Second Amendment. Any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in interpreting this Second Amendment. The language in this Second Amendment shall be interpreted as to its fair meaning and not strictly for or against either party.
10. Conflict; Full Force and Effect: In the event of any conflict or inconsistency between the terms of the Agreement and the specific terms of this Second Amendment, the specific terms of this Second Amendment shall control with respect to the subject matter set forth herein. The parties acknowledge and agree that, except as expressly modified herein the Agreement remains in full force and effect.
11. Entire Agreement: This Second Amendment and the Agreement contain the complete understanding and agreement of the parties relating to the subject matter hereof and thereof and supersede any prior understanding or agreement related thereto, whether written or oral.

IN WITNESS THEREOF, the parties have executed this Second Amendment as of the Second Amendment Effective Date.

CASINO, LLC

Date: 4/12/18

By: [Signature]
Larry Flynt, Manager

CITY OF GARDENA, CALIFORNIA

Date: 4-24-18

By: [Signature]
Print Name: Tasha Cerda
Title: Mayor

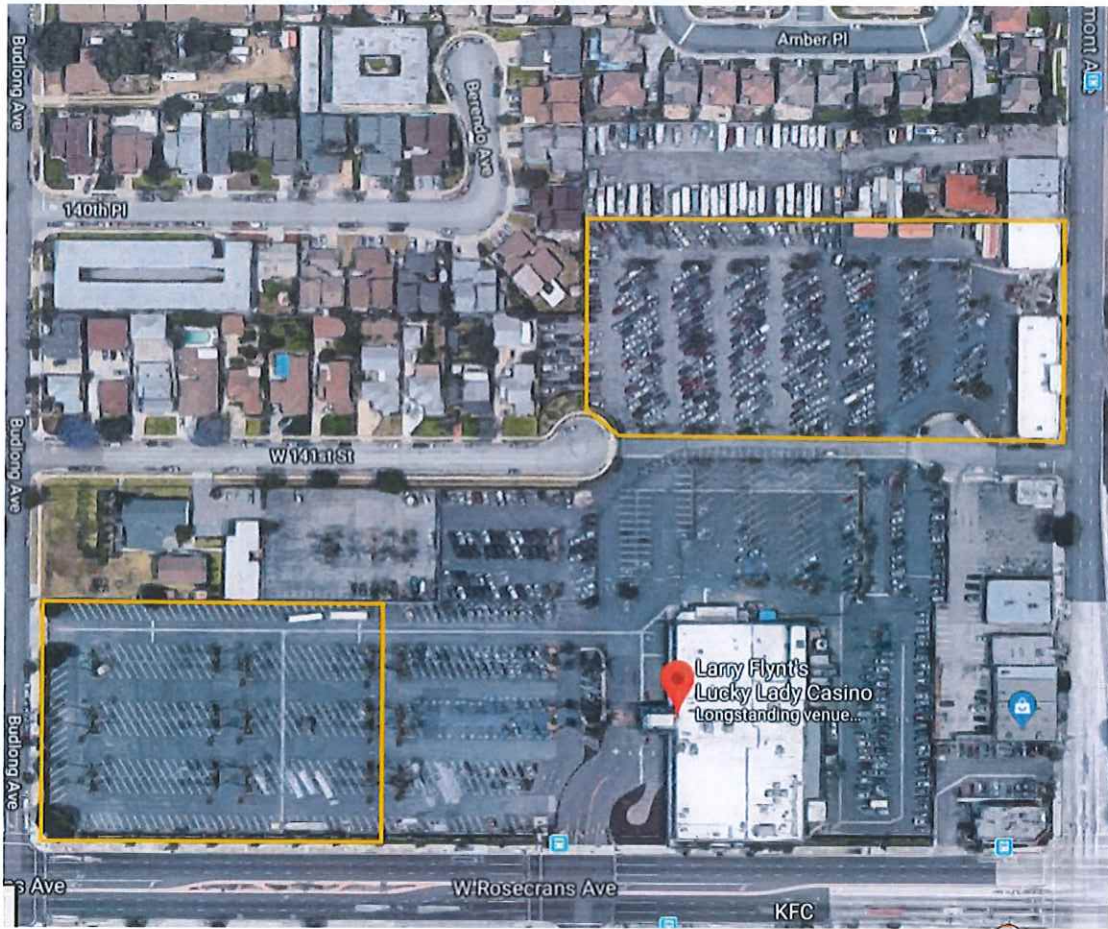
APPROVED AS TO FORM:

ATTEST:

By: [Signature]
Print Name: Dustin Cochran
Title: City Attorney

By: [Signature]
Print Name: Mina Semenza
Title: City Clerk

Exhibit A





Larry Flynt's
LUCKY ♡ LADY
CASINO

Budlong Ave

Rosecrans Ave

GARDENA LAND DEVELOPMENT

2.0 ACRES ADJACENT TO THE LUCKY LADY CASINO

Offering Memorandum

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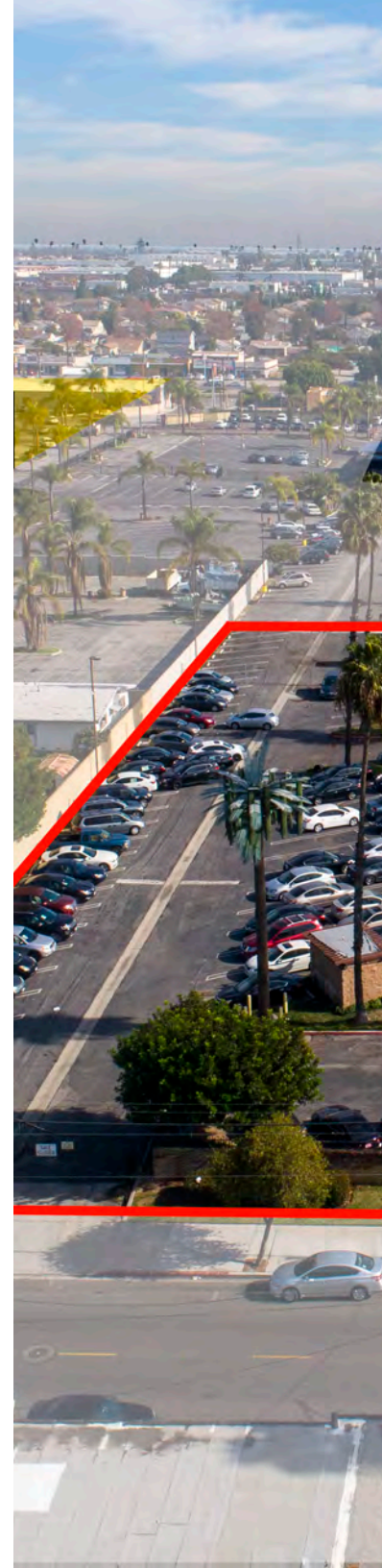
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Marcus & Millichap





GARDENA DEVELOPMENT

GARDENA, CALIFORNIA

EXCLUSIVELY LISTED BY

NEDA RASSOULI

Retail Investments

West Los Angeles Office

Office 310.909.5452

neda.rassouli@marcusmillichap.com

License CA 01480317

Marcus & Millichap

OFFICES NATIONWIDE AND THROUGHOUT CANADA

WWW.MARCUSMILLICHAP.COM



Budlong Ave

Vermont Ave



68 Unit Townhome
Development



NAP

Rosecrans Ave

GARDENA DEVELOPMENT

GARDENA, CALIFORNIA

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23	MARKET OVERVIEW SECTION 3 Gardena Overview • South Bay-Long Beach Overview Los Angeles Overview • Demographic Highlights Demographic Summary

EXCLUSIVELY LISTED BY:

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EXECUTIVE SUMMARY

GARDENA DEVELOPMENT

Marcus & Millichap

OFFERING HIGHLIGHTS

GARDENA DEVELOPMENT

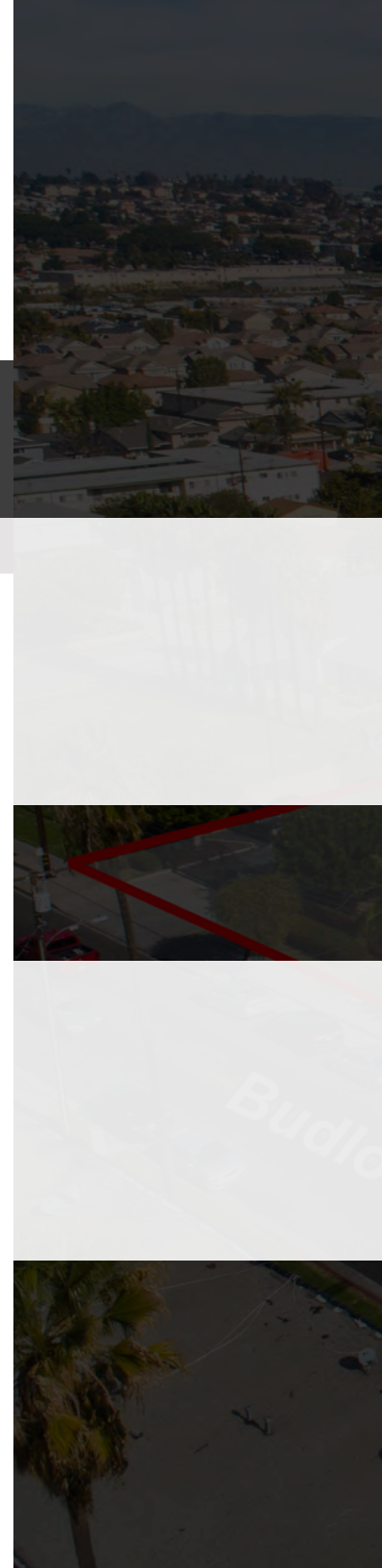
GARDENA, CALIFORNIA

OFFERING PRICE
\$6,272,640

ACRES
2.00

VITAL DATA

Price	\$6,272,640
Price/SF Land	\$72.00
Price/Acre Land	\$3,136,320
Land SF	87,120 SF
Land Acres	2.00
Assessor's Parcel Number	6115-015-023
Zoning	GAR-4
Property Address	1108 West 141st Street Gardena, CA 90247





INTEREST OFFERED

Fee simple interest in the Gardena Development site
Potential uses include hotel, restaurants, pharmacy and/or retail
Property is currently zoned GAR-4



PROPERTY TOURS

Prospective purchasers are encouraged to visit the subject property prior to submitting offers.
Please do not contact patrons or on-site management of the adjacent casino

INVESTMENT OVERVIEW

Marcus & Millichap is pleased to exclusively present for sale the Gardena land development project, a 2.0 acre development opportunity located in Gardena, California. Currently zoned GAR4, the subject property is a portion of the parking lot adjacent to the Lucky Lady Casino. The site benefits from approximately 310 feet of commercial frontage on the highly trafficked Rosecrans Avenue and is situated on the north east corner of Rosecrans Avenue and Budlong Avenue. The property offers prime exposure and accessibility, making it an ideal location for hotel, retail, and mixed-use development. The City of Gardena has expressed a willingness to expedite a zone change and entitlements for a commercial C3 zoned development. Please contact the investment advisor with any further questions or inquiries.

The development provides the opportunity to build:

1. 4-level, approximately 100-key hotel
Cross-marketing with the Lucky Lady and Hustler Casinos is possible
The City of Gardena may consider a proposal for higher room counts and taller structure
2. Sit-Down, Fast-Casual or Quick Service Restaurant (with drive-thru, ex: Wendy's, Chili's or Applebee's)
3. Other target uses include multi-tenant and/or single tenant retail including pharmacy, grocery store or bank



GARDENA HOTEL MARKET OVERVIEW

The city of Gardena currently has an extensive hotel incentive program which offers many benefits for a hotel development. Please contact the investment advisors for more information.

LOCAL LODGING PERFORMANCE

- 2.3% Growth Rate
- 86.6% Occupancy

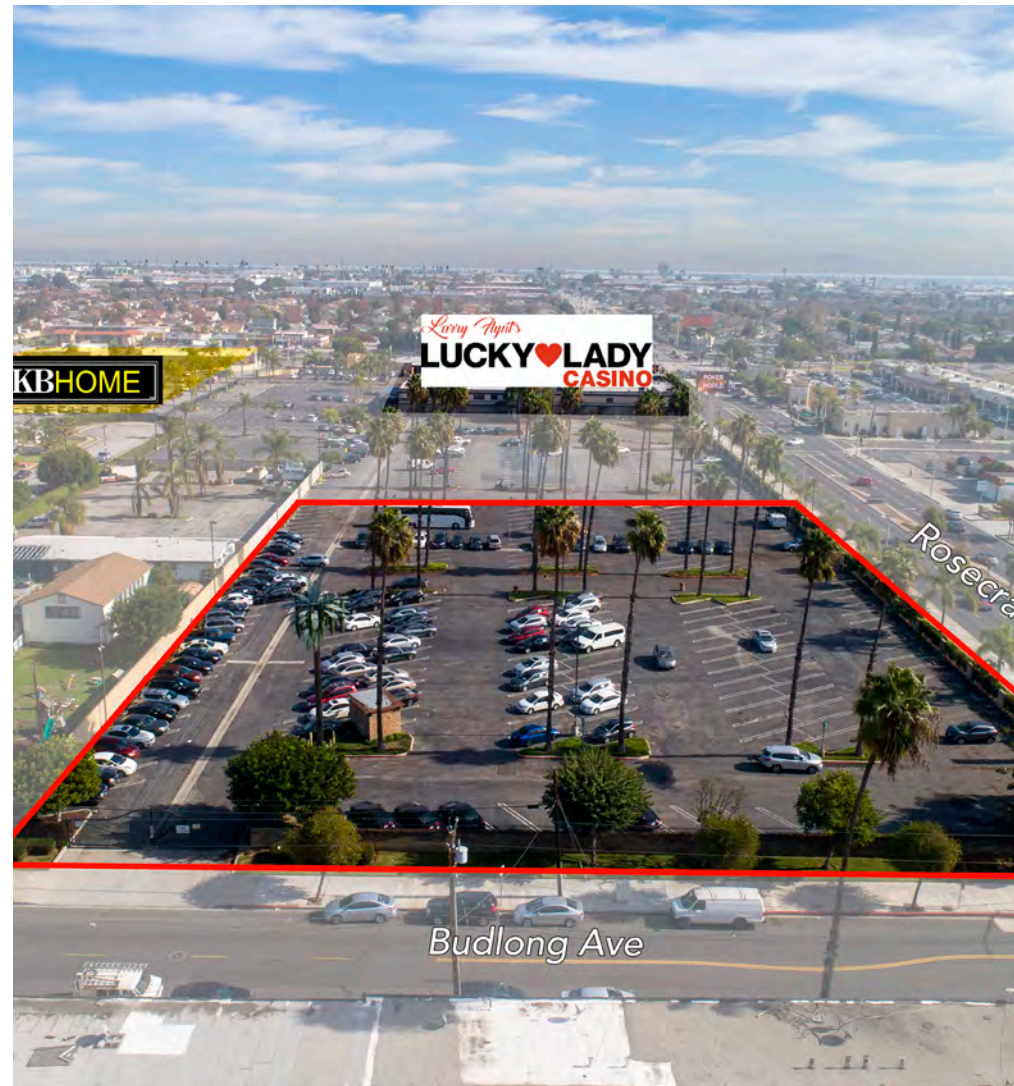
MARKET OVERVIEW

- 1 Mile Population: 39,076
- 3 Mile Population: 238,935
- 5 Mile Population: 772,495
- Market Median Income: \$71,116
- Median Housing Value: \$585,216



INVESTMENT HIGHLIGHTS

- ▶ 2.0 Acres in Gardena, California
- ▶ 3 Miles to SpaceX Campus in Hawthorne, California
- ▶ 6 Miles to the new LA Stadium & Entertainment District Development
- ▶ 10 Miles to Los Angeles International Airport (LAX) - 84 Mil Passengers Annually
- ▶ 5 Miles to StubHub Center - Home of the LA Chargers & LA Galaxy
- ▶ 9 Miles to University of Southern California (USC)
- ▶ 12 Miles to Downtown Los Angeles
- ▶ Within 18 Miles of the Port of Los Angeles & the Port of Long Beach



PROXIMITY TO SEVERAL MAJOR THOROUGHFARES

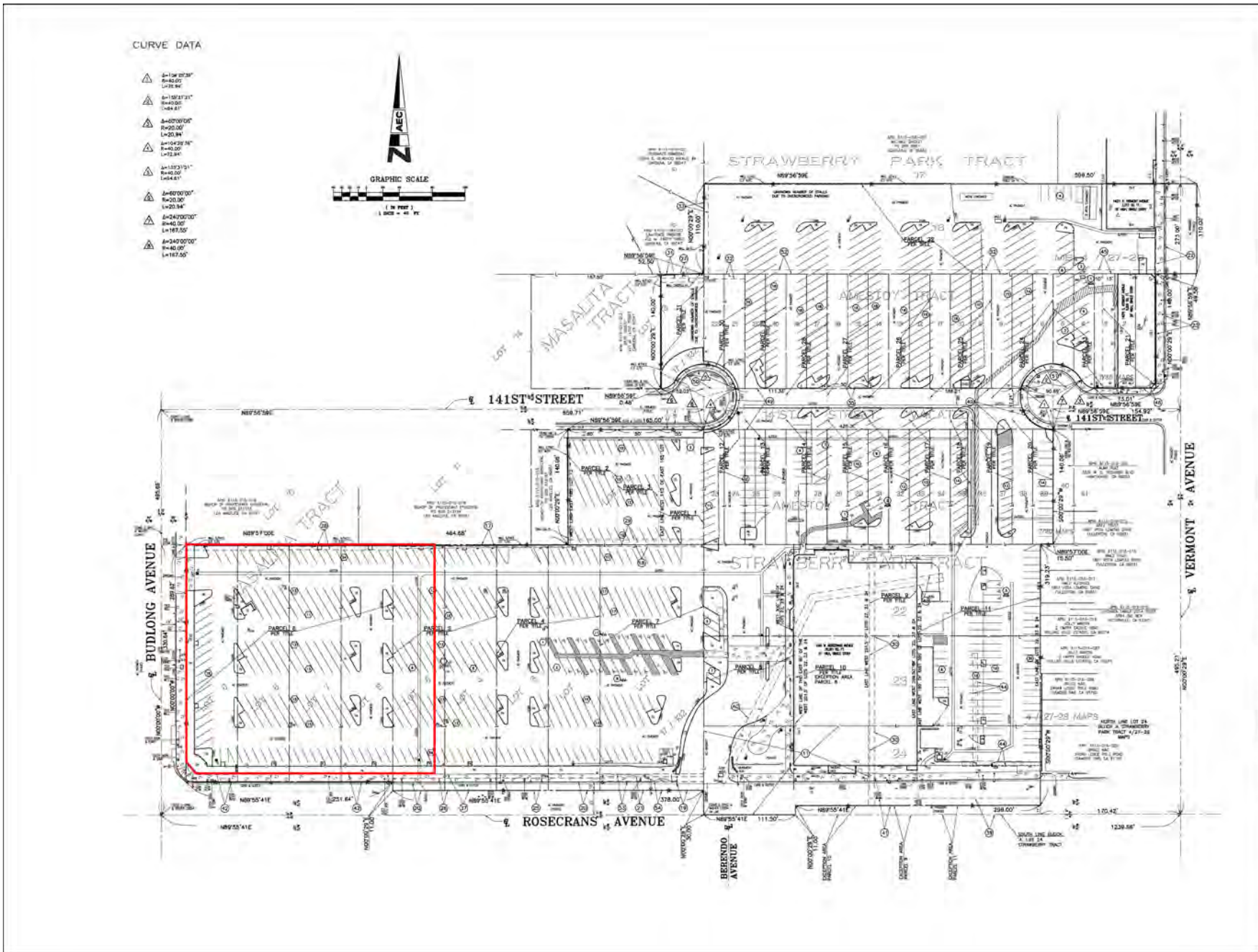


LOCATED MINUTES FROM 4 LARGE HOSPITALS



PROXIMITY TO LOS ANGELES INTERNATIONAL AIRPORT

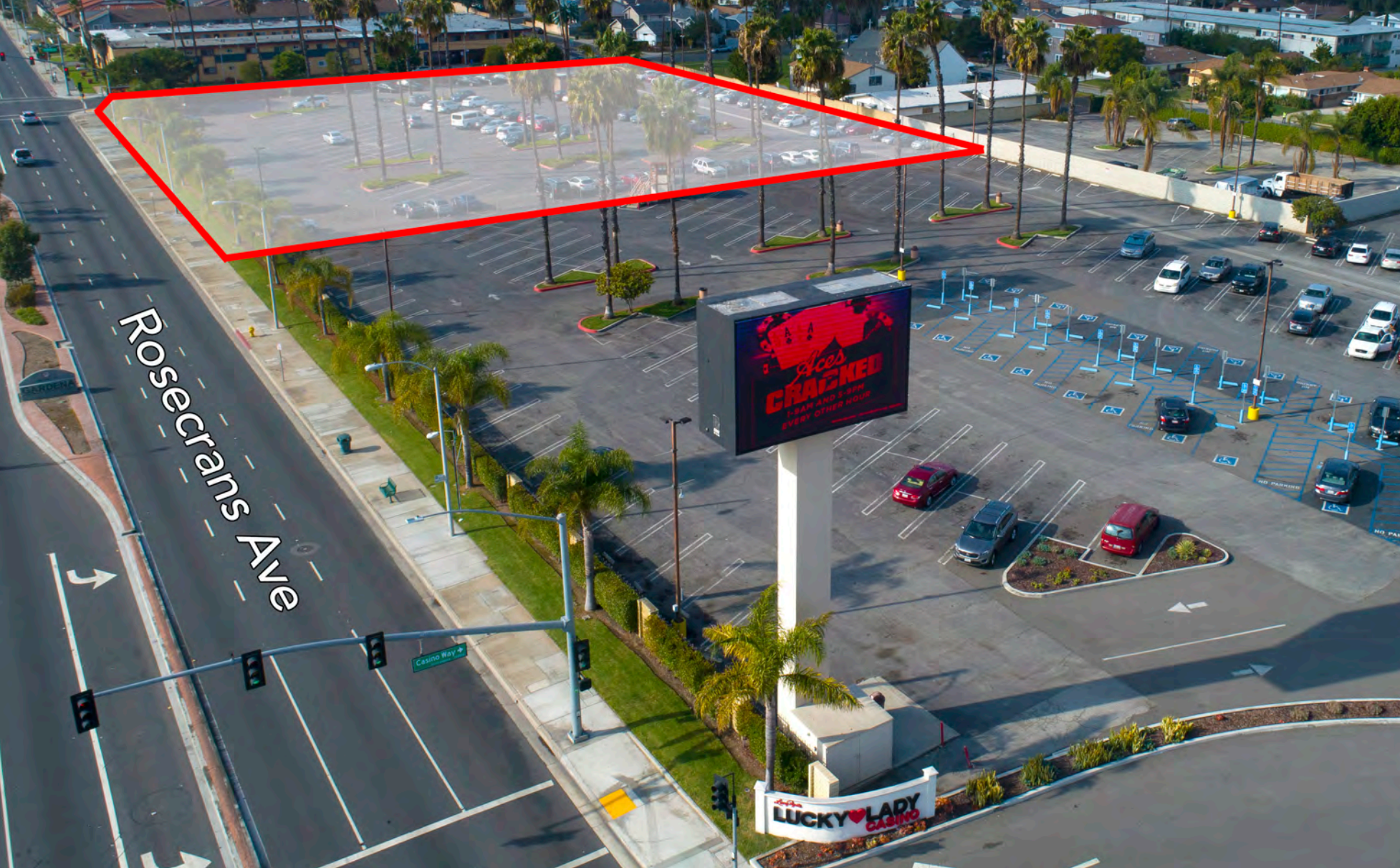
ALTA SURVEY



DATE: 12/17/11	PROJECT: A.L.T.A./N.S.P.S. LAND TITLE SURVEY
SCALE: 1" = 30'	1108 WEST 141ST STREET
MAP: 27-28	
DATE: 12/17/11	DAVIDA, CALIFORNIA
BY: [Signature]	
CHECKED: [Signature]	
APP. [Signature]	
DATE: 12/17/11	
JOB NO. 17-0624	

ANACAL ENGINEERING COMPANY
 CIVIL ENGINEERING & LAND SURVEYING
 1900 EAST LA PALMA AVENUE, SUITE 202 AMHERST, CALIFORNIA 94501
 PHONE: (925) 835-1666 ADDRESS: anacal@anacaleng.com
 E-MAIL: anacal@anacaleng.com WEB SITE: anacaleng.com

LOCATED WITHIN 6 MILES OF
THE NEW LA STADIUM &
ENTERTAINMENT DISTRICT





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LOCATION OVERVIEW

GARDENA DEVELOPMENT

Marcus & Millichap



LOCATION OVERVIEW

SITE

The subject property is situated on the northeast corner of Rosecrans Avenue and Budlong Avenue. Adjacent to the Lucky Lady Casino, the site benefits from immediate access to the 110 Freeway to the East of the property.

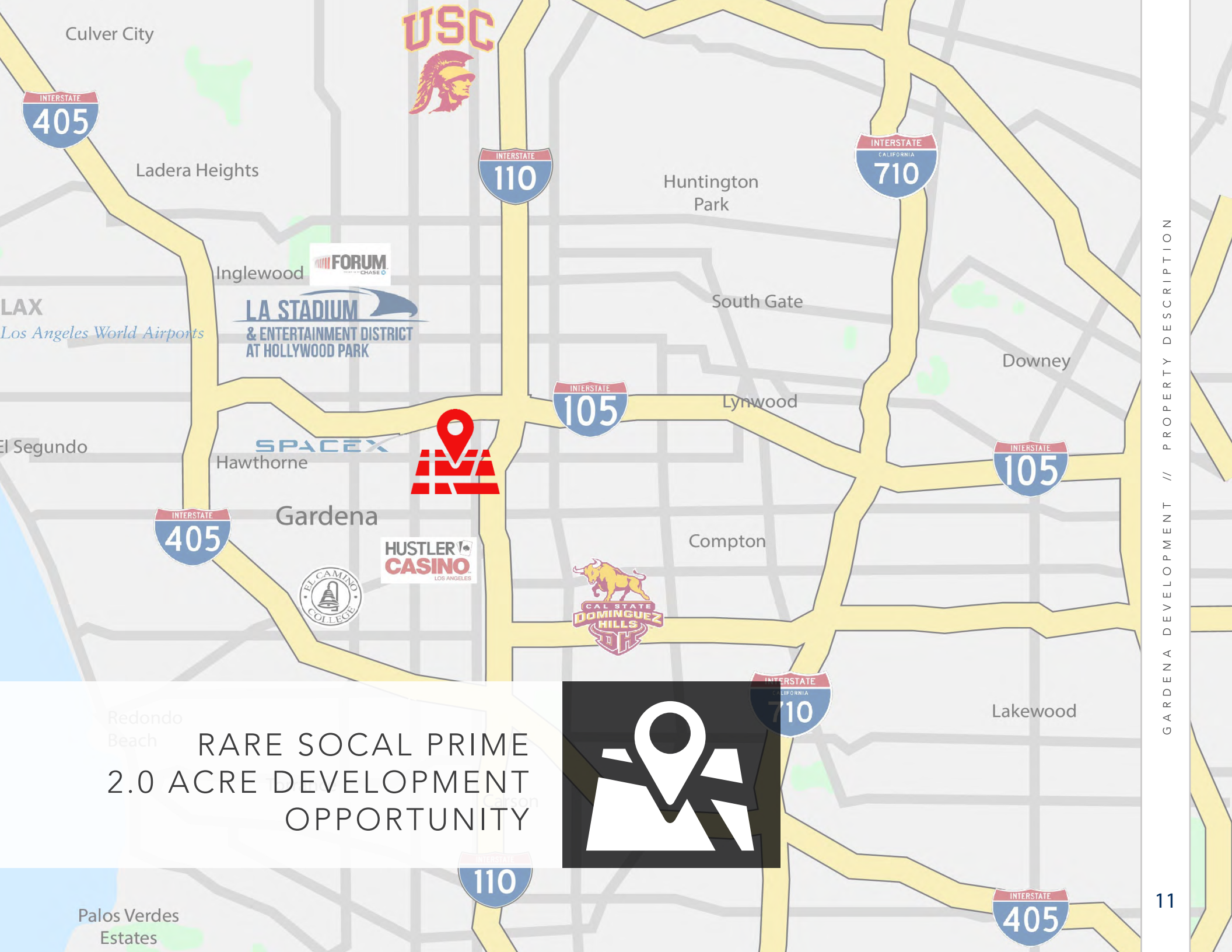
CITY

Centrally located in the heart of the South-Bay region of Los Angeles, Gardena is a gateway to some of the best locations and destinations Southern California has to offer. Gardena is within minutes from Los Angeles International Airport (LAX) and a variety of attractions including StubHub Center, LA Stadium/Entertainment District, beaches, Downtown Los Angeles, University of Southern California, Port of Los Angeles & Long Beach, Knott's Berry Farm and Disneyland.

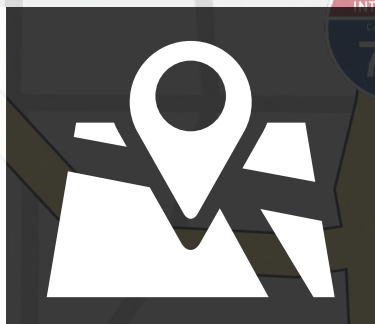
MARKET DRIVERS

Notable employers surrounding the site include Memorial Hospital of Gardena, UPS, AVCORP, Southwest Offset Printing, SpaceX, Shell Oil, Nissin Foods and FedEx. Larry Flynt's Lucky Lady Casino and Hustler Casino are among the city's largest employers.





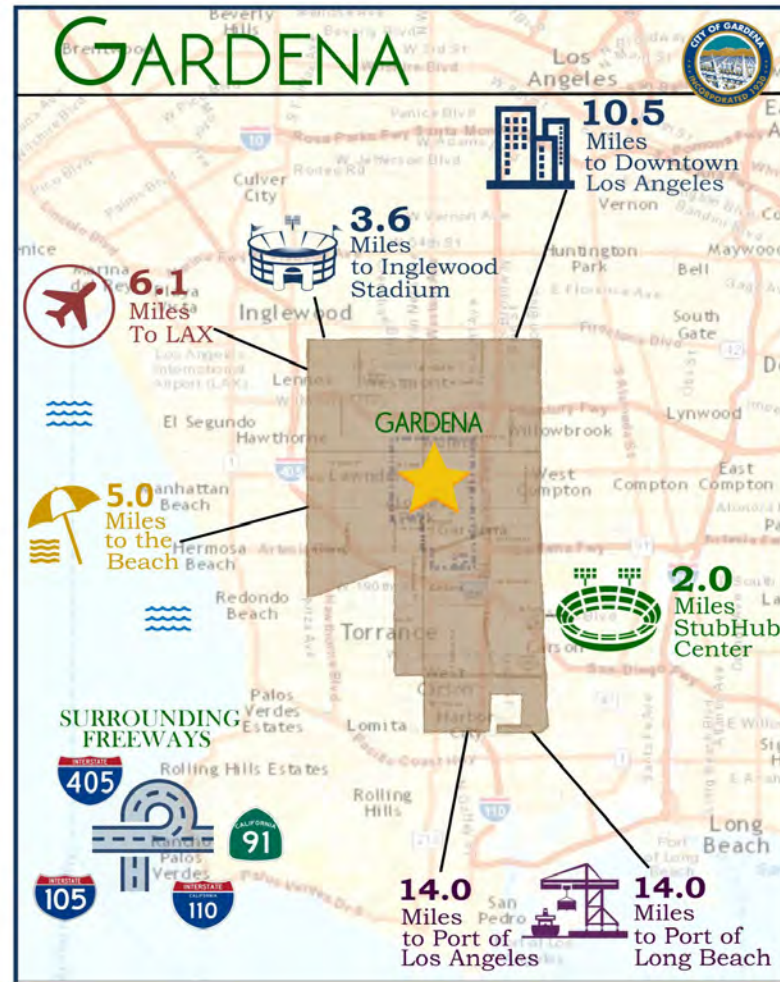
RARE SOCAL PRIME
2.0 ACRE DEVELOPMENT
OPPORTUNITY



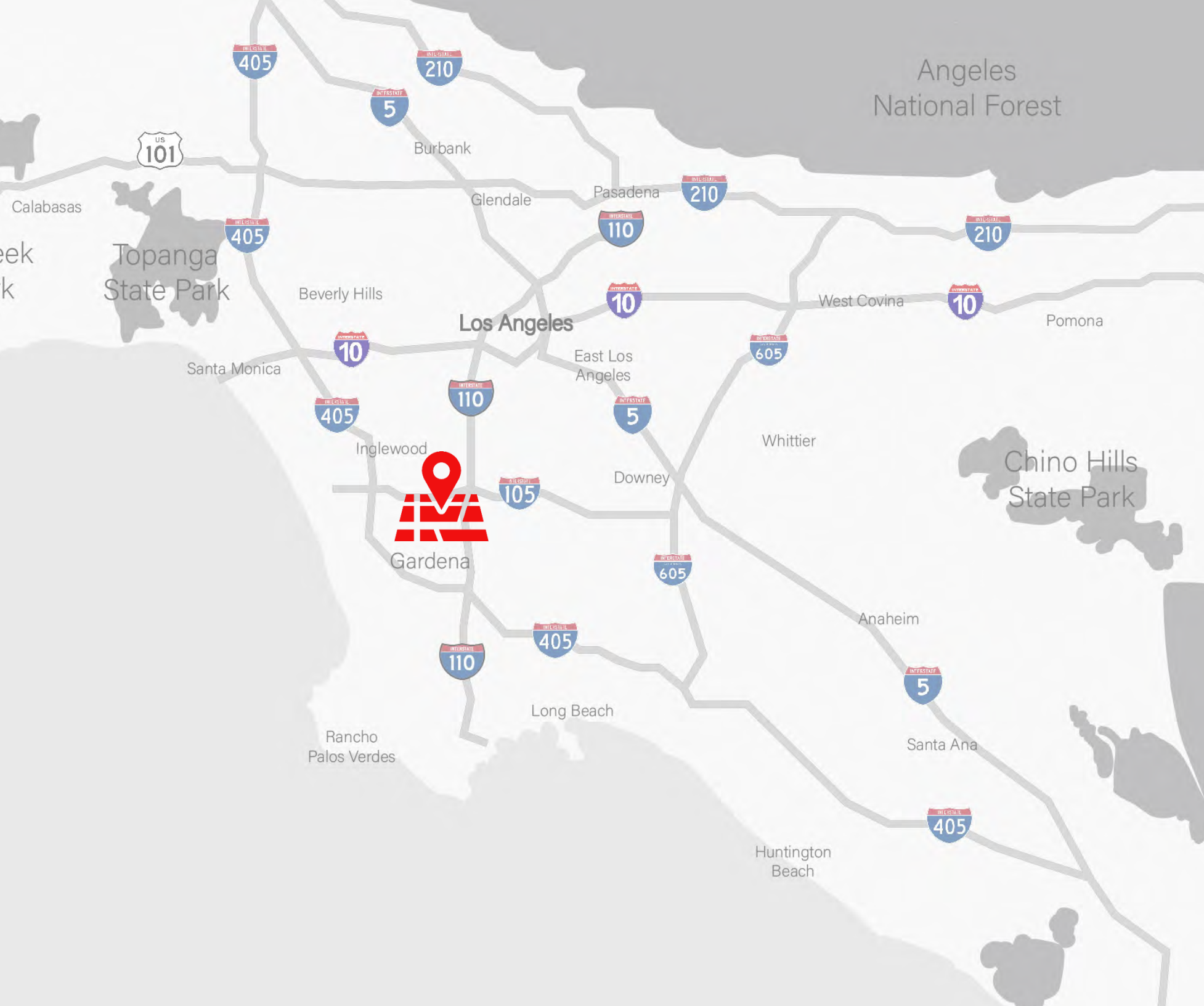
PROPERTY DETAILS

The site is a portion of the adjacent parking lot / parcel to the Lucky Lady Casino located in Gardena, California. Located on the northeast corner of West Rosecrans Avenue and Budlong Avenue, the site benefits from immediate access to the 110 Freeway and is minutes from the 405 and 105 freeways. Los Angeles International Airport (LAX) is with 9 miles of the subject property.

GARDENA DEVELOPMENT	
Property Address	1108 West 141st Street Gardena, CA 90247
Lot Size	2.0 acres / 87,120 sf
Zoning	GAR-4
Frontage	310 feet on W Rosecrans Ave
Cross Streets	W Rosecrans Ave / Budlong Ave
Assessor's Parcel Number	6115-015-023
Type of Ownership	Fee Simple



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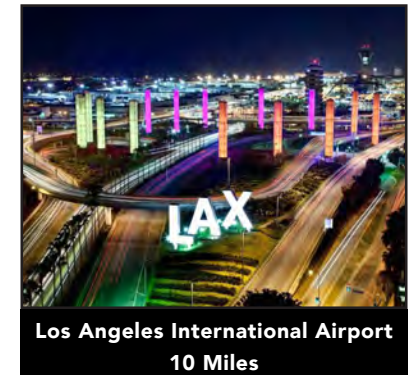
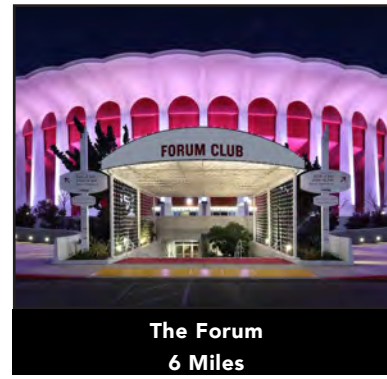
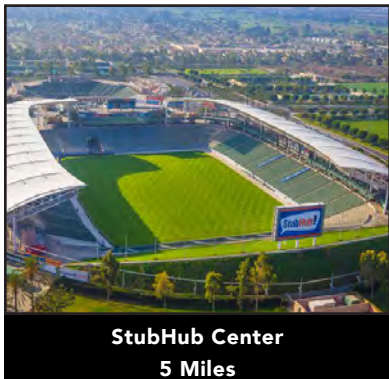
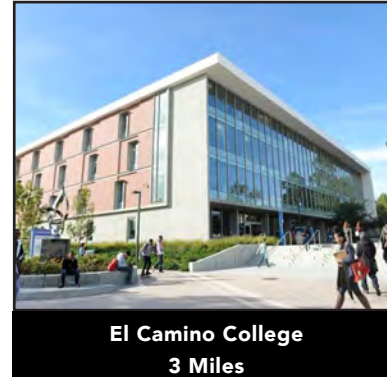
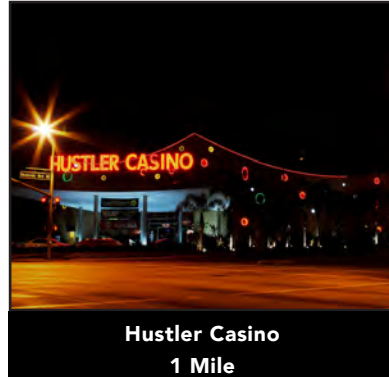




NEARBY ATTRACTIONS AND TRAFFIC DRIVERS



NEARBY ATTRACTIONS AND TRAFFIC DRIVERS



NEARBY RESTAURANTS



Larry Flynt's
LUCKY ♡ LADY
CASINO


ROSECRANS AVENUE



**GARDENA
DEVELOPMENT
SITE**

NORMANDIE AVENUE

VERMONT AVENUE

 Memorial Hospital
of Gardena
Where each life is our priority

HUSTLER ♠
CASINO
LOS ANGELES



REDONDO BEACH BOULEVARD

Church of the Holy Communion

KB HOME 68 Unit Townhome Development

Larry Flynt's **LUCKY ♡ LADY CASINO**





8
TABLE GAMES



5+
WEEKLY TOURNAMENTS



2
RESTAURANTS + TABLE-SIDE
EATS & HAPPY HOUR

*Voted Best Casino
6 Years In A Row*



Larry Flynt's Lucky Lady Casino is located in the heart of Gardena, California, also known as "The Poker Capital of the World." The casino is open 24 hours a day, seven days a week and offers poker tournaments, table games, a Player's club, and casual dining options.

Larry Flynt's Hustler Casino is LA's only luxury casino, with a focus on style, service & sophistication. The casino is open 24 hours a day, seven days a week and is home to LA's largest seeded progressive jackpots. In addition to several table games & poker tournaments, the casino offers dining at Larry Flynt's Bar & Grill as well as live entertainment & Liz Flynt's Shorty's Stuff Gift Shop.



HEADQUARTERS 3 MILES FROM SITE

SpaceX designs, manufactures and launches advanced rockets and spacecraft. The company was founded in 2002 by Elon Musk to revolutionize space technology, with the ultimate goal of enabling people to live on other planets.



100+
LAUNCHES CONTRACTED



6,400
EMPLOYEES



2002
YEAR FOUNDED



3
VEHICLES

- 70,000 seat open air stadium, expandable up to 100,000 seats
- 6,000-seat performing arts venue
- 780,000 square feet of office space
- 890,000 square feet of retail space
- 300 hotel rooms
- 2,500 modern residences
- Approximately 25 acres of public parks, open space, pedestrian walkways and bicycle paths
- Family and fine dining
- State-of-the-art event, conference and meeting space

LA STADIUM & ENTERTAINMENT DISTRICT AT HOLLYWOOD PARK

FUTURE HOME TO NFL'S
LOS ANGELES RAMS & LOS ANGELES CHARGERS
6 MILES FROM SITE



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MARKET OVERVIEW

GARDENA DEVELOPMENT

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GARDENA OVERVIEW

The City of Gardena, an “All-America City”, is a small, highly urbanized community of 5.85 square miles located just south of downtown Los Angeles in the center of the South Bay. Its neighboring cities include Torrance, Lawndale, Hawthorne, Redondo Beach and Carson. Over 22% of adults have college degrees, including men and women with a wide variety of job capabilities, from entry level to the specialized technical, supervisory and management level.

With strong growth projected and a focus on two major Development Corridors (the Artesia and Rosecrans Corridor), Gardena is an ideal location central to major freeways, (I 405-110 and Redondo Beach 91), railways and international trade seaports, Gardena offers businesses a competitive advantage. Consumer spending surveys demonstrate \$2.3 and \$3 billion for each of the Development Corridors and major city arterials.



60,699
POPULATION



31,416
LABOR FORCE



5.10%
UNEMPLOYMENT
RATE

TOP EMPLOYERS

#	Employer	# of Employees
1	Memorial Hospital of Gardena	735
2	Hustler Casino	712
3	United Parcel Service	500
4	Hitco Carbon Composites	465
5	Lucky Lady Casino	410
6	Southwest Offset Printing	354
7	Ramona's Mexican Food	240
8	Nissin Foods	230
9	Target	220
10	Sam's Club	167



SOUTH BAY-LONG BEACH OVERVIEW

The South Bay-Long Beach area of southwestern Los Angeles County contains 21 miles of coastline between Long Beach and El Segundo and includes Los Angeles International Airport, the port of Los Angeles and the port of Long Beach. The region boasts a population of approximately 1.3 million and is projected to add roughly 9,700 residents through 2023. High home values allow just half of households to afford to own their home, generating a large rental market.

METRO HIGHLIGHTS



PORT ACTIVITY

The ports of Los Angeles and Long Beach are the two busiest ports in the nation, underpinning employment in the trade, transportation and utilities sector.



EDUCATED LABOR POOL

High educational attainment supports hiring in the business services and healthcare sectors. Roughly 37% of residents age 25 and older hold a bachelor's degree.



STRATEGIC LOCATION

Los Angeles International Airport and two port facilities provide an ideal location for e-commerce and logistics companies.



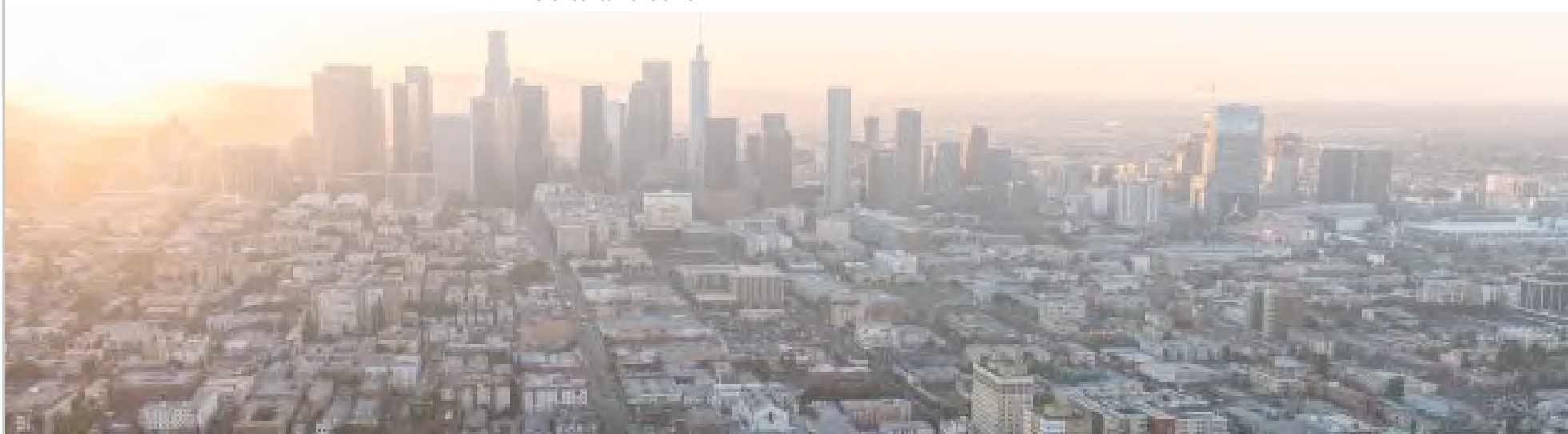
LOS ANGELES OVERVIEW



Los Angeles County covers 4,752 square miles and includes the islands of San Clemente and Santa Catalina. It is bordered on the east by San Bernardino and Riverside counties, on the north by Kern and Ventura counties, on the west by the Pacific Ocean and on the south by Orange County. Nearly every type of climate is represented in Los Angeles, ranging from desert and mountain to coastal. The Los Angeles coastline stretches along 81 miles of world-famous beaches. The Santa Monica and San Gabriel mountains are located in the county, with the highest point at Mount San Antonio reaching more than 10,000 feet.

Los Angeles County is one of the most populated metropolitan areas in the nation, containing more than 13 million people. Population gains in Los Angeles preceded and created economic expansion, rather than followed it, which was the case in most other U.S. metros. A population gain of 0.5 percent annually is expected during the next five years. Diminished growth will stem from smaller household sizes and declining affordability, trends that already have pushed housing development outward into surrounding counties.

The city is home to two of the busiest ports in the world: Port of Los Angeles and the Port of Long Beach. The two ports generate more than \$10 billion in the U.S. Customs revenue and taxes. Together, the ports account for related employment for nearly 1.3 million people in Southern California and receive more than 40 percent of all U.S. container traffic.



DEMOGRAPHICS HIGHLIGHTS

2018 POPULATION:



\$1.3M

GROWTH
2018-2023
0.7%

2018 HOUSEHOLDS:



\$487,000

GROWTH
2018-2023
1.9%

2018 MEDIAN AGE:



38.3

U.S.
MEDIAN
38.0

2018 MEDIAN
HOUSEHOLD INCOME:



\$74,900

U.S.
MEDIAN:
\$58,800

Marcus & Millichap



DEMOGRAPHICS SUMMARY



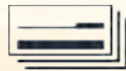
Population

In 2019, the population in your selected geography is 28,878. The population has changed by 5.24% since 2000. It is estimated that the population in your area will be 28,652.00 five years from now, which represents a change of -0.78% from the current year. The current population is 48.75% male and 51.25% female. The median age of the population in your area is 35.44, compare this to the US average which is 37.95. The population density in your area is 9,190.98 people per square mile.



Households

There are currently 9,331 households in your selected geography. The number of households has changed by 6.19% since 2000. It is estimated that the number of households in your area will be 9,441 five years from now, which represents a change of 1.18% from the current year. The average household size in your area is 3.04 persons.



Income

In 2019, the median household income for your selected geography is \$45,635, compare this to the US average which is currently \$58,754. The median household income for your area has changed by 37.31% since 2000. It is estimated that the median household income in your area will be \$52,020 five years from now, which represents a change of 13.99% from the current year.

The current year per capita income in your area is \$19,473, compare this to the US average, which is \$32,356. The current year average household income in your area is \$59,601, compare this to the US average which is \$84,609.



Race and Ethnicity

The current year racial makeup of your selected area is as follows: 25.50% White, 23.54% Black, 0.72% Native American and 17.42% Asian/Pacific Islander. Compare these to US averages which are: 70.20% White, 12.89% Black, 0.19% Native American and 5.59% Asian/Pacific Islander. People of Hispanic origin are counted independently of race.

People of Hispanic origin make up 52.46% of the current year population in your selected area. Compare this to the US average of 18.01%.



Housing

The median housing value in your area was \$384,580 in 2019, compare this to the US average of \$201,842. In 2000, there were 3,658 owner occupied housing units in your area and there were 5,129 renter occupied housing units in your area. The median rent at the time was \$638.



Employment

In 2019, there are 18,463 employees in your selected area, this is also known as the daytime population. The 2000 Census revealed that 49.99% of employees are employed in white-collar occupations in this geography, and 49.83% are employed in blue-collar occupations. In 2019, unemployment in this area is 5.00%. In 2000, the average time traveled to work was 29.00 minutes.

POPULATION	1 Miles	3 Miles	5 Miles
■ 2023 Projection			
Total Population	28,652	272,557	829,606
■ 2018 Estimate			
Total Population	28,878	273,948	831,249
■ 2010 Census			
Total Population	27,945	265,173	805,796
■ 2000 Census			
Total Population	27,441	260,952	776,060
■ Daytime Population			
2018 Estimate	34,619	235,136	690,321
HOUSEHOLDS	1 Miles	3 Miles	5 Miles
■ 2023 Projection			
Total Households	9,441	88,351	249,436
■ 2018 Estimate			
Total Households	9,331	87,007	244,893
Average (Mean) Household Size	3.04	3.10	3.32
■ 2010 Census			
Total Households	8,954	83,303	235,004
■ 2000 Census			
Total Households	8,787	82,562	228,792

POPULATION PROFILE	1 Miles	3 Miles	5 Miles
■ Population 25+ by Education Level			
2018 Estimate Population Age 25+	19,259	178,366	519,519
Elementary (0-8)	11.01%	10.83%	13.79%
Some High School (9-11)	10.32%	11.06%	12.66%
High School Graduate (12)	27.84%	25.91%	24.90%
Some College (13-15)	22.31%	23.73%	21.48%
Associate Degree Only	6.94%	7.42%	6.53%
Bachelors Degree Only	13.02%	12.91%	11.84%
Graduate Degree	4.00%	5.03%	4.98%

HOUSEHOLDS BY INCOME	1 Miles	3 Miles	5 Miles
■ 2018 Estimate			
\$250,000 or More	0.93%	1.56%	1.85%
\$200,000 - \$249,999	0.44%	0.94%	1.19%
\$150,000 - \$199,999	2.74%	3.91%	4.51%
\$125,000 - \$149,999	2.83%	4.66%	4.36%
\$100,000 - \$124,999	7.11%	8.16%	7.85%
\$75,000 - \$99,999	12.40%	12.13%	12.02%
\$50,000 - \$74,999	19.87%	18.53%	17.98%
\$35,000 - \$49,999	14.27%	13.96%	13.43%
\$25,000 - \$34,999	13.55%	11.07%	10.84%
\$15,000 - \$24,999	12.38%	11.49%	11.76%
Under \$15,000	13.46%	13.59%	14.20%
Average Household Income	\$59,601	\$67,176	\$68,909
Median Household Income	\$45,635	\$49,875	\$49,709
Per Capita Income	\$19,473	\$21,481	\$20,497

POPULATION PROFILE	1 Miles	3 Miles	5 Miles
■ Population by Age			
0 to 4 Years	6.73%	7.06%	7.77%
5 to 14 Years	13.38%	13.72%	14.81%
15 to 17 Years	3.99%	4.28%	4.52%
18 to 19 Years	2.39%	2.58%	2.77%
20 to 24 Years	6.82%	7.24%	7.62%
25 to 29 Years	8.29%	8.12%	8.35%
30 to 34 Years	7.76%	7.16%	7.35%
35 to 39 Years	6.99%	6.56%	6.75%
40 to 49 Years	13.73%	13.27%	13.11%
50 to 59 Years	12.72%	12.70%	12.11%
60 to 64 Years	5.07%	4.94%	4.54%
65 to 69 Years	3.90%	3.85%	3.45%
70 to 74 Years	2.88%	2.95%	2.52%
75 to 79 Years	2.06%	2.29%	1.86%
80 to 84 Years	1.46%	1.61%	1.23%
Age 85+	1.84%	1.66%	1.23%
Median Age	35.44	34.87	32.75



GARDENA DEVELOPMENT

EXCLUSIVELY LISTED BY

NEDA RASSOULI

Retail Investments

West Los Angeles Office

Office 310.909.5452

neda.rassouli@marcusmillichap.com

License CA 01480317

Marcus & Millichap

RESOLUTION NO. 6486

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA APPROVING A MITIGATED NEGATIVE DECLARATION AND MITIGATION AND MONITORING PROGRAM FOR GENERAL PLAN AMENDMENT #4-20 AND ZONE CHANGE #3-20 CHANGING THE LAND USE DESIGNATION AND ZONING OF PROPERTY LOCATED AT 1108 W. 141ST STREET FROM MEDIUM AND HIGH DENSITY MULTIPLE FAMILY RESIDENTIAL TO GENERAL COMMERCIAL WITH A MIXED USE OVERLAY

(EA # 7-20; APN: 6115-0155-023)

WHEREAS, on or about May 14, 2020, the applicant, Gardena LF, LLC, filed an application to change the land use designation and zoning on an approximate 4.5 acre parcel located at 1108 W. 141st Street (the "Property"), the northeast corner of Rosecrans and Budlong Avenues, from Medium and High Density Residential to General Commercial with a Mixed-Use Overlay (GPA #4-20) and similarly change the zoning from Medium Density Multiple Family Residential (R-3) and High Density Multiple Family Residential (R-4) to General Commercial (C-3) with a Mixed Use Overlay (MUO) (ZC #3-20) (hereafter "the Flynt Project"); and

WHEREAS, a Mitigated Negative Declaration ("MND") was prepared for the Flynt Project and the draft MND was circulated for public review between October 12, 2020 and November 2, 2020; and

WHEREAS, on November 17, 2020, the Planning Commission of the City of Gardena held a duly noticed public hearing on the IS/MND and the approvals required for the Flynt Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted Resolution No. PC 12-20 which recommended that the City Council approve the MND and adopt the Mitigation Monitoring and Reporting Program for the General Plan Amendment and Zone Change and approve the General Plan Amendment and Zone Change; and

WHEREAS, on December 15, 2020, the City Council held a duly noticed public hearing on the Flynt Project at which time it considered all evidence presented, both written and oral.

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

SECTION 1. CEQA FINDINGS.

A. The City retained De Novo Planning Group, an environmental consultant, to prepare the IS/MND, a copy of which is attached hereto as Exhibit A.

B. In 1978 a conditional use permit (CUP) was granted to allow parking on the property, which at that time was zoned as Professional Office (C-P). The CUP continued to run

with the land when the land use designation and zoning of the property was changed to residential uses.

C. In 2016 the City entered into an Economic Assistance Agreement with the Lucky Lady Casino whereby the City provided economic assistance to the Casino through July 31, 2024 by agreeing to reimburse a percentage of the gross revenue fee to the Casino. In 2018 the City entered into an Amendment to the Economic Assistance Agreement which extended the reimbursement period and modified the terms of the agreement. The Amendment anticipated that a new hotel or other type of commercial development could be built on the property which would assist in bringing revenue to the City in order to offset the money owed to the City; the hotel was the preferred development of the City.

D. In 2018, the property owner put out an Offering Memorandum for sale of 2.0 acres of the Property.

E. Subsequent to the property owner filing applications for the change in General Plan land use designation and zoning, the City started a project to change the development standards for Amenity Hotels. Under the proposed changes, hotels would be allowed to develop at a greater floor area ratio than currently allowed; other changes to development standards would also be made.

F. Based on the facts above, although no development is being proposed at the current time, the IS/MND analyzed a likely development scenario of a 126-room Amenity Hotel of approximately 68,000 square feet along with a separate 5,000 square foot restaurant (the “development scenario”) on a two-acre parcel. The remaining acreage would continue to be used for parking for the Lucky Lady Casino.

G. The public review period for the IS/MND was from October 12, 2020 through November 2, 2020. No comments were received on the document.

H. The IS/MND determined that there were potentially significant impacts with regard to the following topics: Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Tribal Cultural Resources; and Mandatory Findings of Significance. The Mitigation Measures listed in the Mitigation Monitoring and Reporting Program (“MMRP”), attached hereto as Exhibit B, relating to these impact areas will mitigate those impacts below a level of significance.

I. The City sent notices to the Native American tribes provided by the National American Heritage Commission. The City received one request for consultation from the Gabrieleno Band of Mission Indians – Kizh Nation. However, after learning that this Project did not involve any construction, the Kizh Nation determined that further consultation was not necessary.

J. The IS/MND was prepared and noticed in accordance with all requirements of the California Environmental Quality Act (Public Resources Code § 21000 *et seq.*) and the CEQA Guidelines (14 Cal. Code of Regs. § 15000 *et seq.*) (collectively, “CEQA”).

K. The Initial Study, Mitigated Negative Declaration, and Mitigation Monitoring Program were all independently reviewed by City staff and the Planning Commission, as well as by the City Council. In making all of the findings herein, the City Council has exercised its independent judgment.

L. The IS/MND adequately assesses the impacts of the Project.

M. With the mitigation measures set forth in the MMRP, there is no evidence, let alone substantial evidence, that the Project could result in a significant impact that could not be mitigated.

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

SECTION 2. APPROVAL.

Based on the findings set forth above as well as the record of proceedings, the City Council hereby approves the Initial Study/Mitigated Negative Declaration attached hereto as Exhibit A and the Mitigation Monitoring Program attached hereto as Exhibit B for General Plan Amendment #4-20 and Zone Change #3-20. Staff is directed to file a Notice of Determination.

SECTION 3. RECORD.

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

SECTION 4. EFFECTIVE DATE. This Resolution shall take effect immediately.

SECTION 5. CERTIFICATION. The City Clerk shall certify the passage of this resolution.

PASSED, APPROVED AND ADOPTED this 15th day of December, 2020.

TASHA CERDA, Mayor

ATTEST:

ATTEST:

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:





Lisa E. Kranitz, Assistant City Attorney

Attachments:

Exhibit 1 – IS/MND

Exhibit 2 – Mitigation Monitoring Program



1108 W. 141ST STREET GPA & ZC PROJECT

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
OCTOBER 2020

Prepared for:

City of Gardena
Community Development Department
Development Services
1700 West 162nd Street
Gardena, CA 90247

Prepared by:

De Novo Planning Group
180 E. Main Street, Suite 108
Tustin, CA 92780

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm





1108 W. 141st Street GPA & ZC PROJECT

Public Review Draft

Initial Study/Mitigated Negative Declaration

LEAD AGENCY: CITY OF GARDENA

1700 West 162nd Street
Gardena, California 90247
Contact: John F. Signo, AICP, Senior Planner
jsigno@cityofgardena.org
(310) 217-9530

PREPARED BY: DE NOVO PLANNING GROUP

180 E. Main Street, Suite 108
Tustin, California 92780
Contact: Starla Barker, AICP
sbarker@denovoplanning.com
(949) 396-8193

October 2020

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations Title 14 Sections 15000, et seq.). This Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

Pursuant to CEQA Guidelines Section 15063, the City, as Lead Agency, has prepared this Initial Study to determine if the proposed 1108 W. 141st Street GPA & ZC Project (Project) would have a significant effect on the environment. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
 - a. Focusing the EIR on the effects determined to be significant,
 - b. Identifying the effects determined not to be significant,
 - c. Explaining the reasons for determining that potentially significant effects would not be significant, and
 - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environment effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent

discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 Summary of Findings

Pursuant to State CEQA Guidelines Section 15367, the City of Gardena (City), as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. As set forth in State CEQA Guidelines Section 15070, an Initial Study leading to a Negative Declaration (IS/ND) or Mitigated Negative Declaration (IS/MND) can be prepared when:

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or
- The Initial Study identifies potentially significant effects, but:
 - Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (resulting in a Mitigated Negative Declaration).

Based on the Environmental Checklist Form and supporting environmental analysis provided in Section 4.0, Environmental Analysis, the proposed Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated:

- Biological Resources;
- Geology and Soils;
- Greenhouse Gas Emissions; and
- Transportation.

1.3 Public Review Process

The Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration has been provided to the Clerk of the County of Los Angeles and mailed to responsible agencies and trustee agencies concerned with the Project and other public agencies with jurisdiction by law over resources affected by the Project. A 20-day public review period has been established for the IS/MND in accordance with State CEQA Guidelines Section 15073. During the public review period, the IS/MND, including the technical appendices, was made available for review at the following location:

- City of Gardena Website: <https://www.cityofgardena.org/community-development/planning-projects/>

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the document's adequacy in identifying and analyzing the potential environmental impacts and the ways in which the Project's potentially significant effects can be avoided or mitigated.

Written comments on this IS/MND may be sent to:

John F. Signo, AICP
Senior Planner
City of Gardena, Community Development Department
1700 West 162nd Street
Gardena, CA 90247
Email: jsigno@cityofgardena.org

Following receipt and evaluation of comments from agencies, organizations, and/or individuals, the City will determine whether any substantial new environmental issues have been raised, and if further documentation may be required. If no new environmental issues have been raised or if the issues raised do not provide substantial evidence that the Project would have a significant effect on the environment, the IS/MND will be considered for adoption and the Project for approval.

1.4 Incorporation by Reference

Pursuant to State CEQA Guidelines Section 15150, a MND may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the MND's text.

The references outlined below were utilized during preparation of this Initial Study. Copies of these documents are available for review on the City's website (<http://www.cityofgardena.org/>) unless otherwise noted.

City of Gardena General Plan 2006, adopted April 25, 2006. The City adopted the comprehensive *Gardena General Plan 2006* (General Plan) in 2006. Subsequently, the Community Development Element's Land Use Plan was updated in June 2012 and February 2013, and the Circulation Plan was updated in July 2020. The 2014-2021 Housing Element was adopted in November 2013 and found to be in compliance by the Department of Housing and Community Development in December 2013. The Gardena General Plan is comprised of the following Elements and Plans:

- Community Development Element
 - Land Use Plan
 - Economic Development Plan
 - Community Design Plan
 - Circulation Plan
- Housing Element
- Community Resources Element
 - Open Space Plan
 - Conservation Plan
- Community Safety Element
 - Public Safety Plan
 - Noise Plan

- Implementation
 - Implementation Program

The General Plan constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction. The General Plan is based upon the following core visions for the City: City of Opportunity; Safe and attractive place to live, work and play; Community that values ethnic and cultural diversity; Strong and diverse economic base. It evaluates the existing conditions and provides long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through its Goals, Objectives, Policies, and Programs, the General Plan serves as a decision-making tool to guide future growth and development decisions.

City of Gardena General Plan 2006 Final Environmental Impact Report, SCH No. 2005021125, April 2006. The *City of Gardena General Plan 2006 Final Environmental Impact Report* (General Plan FEIR) analyzed the potential environmental impacts that would result from implementation of the Gardena General Plan. The General Plan FEIR forecast 22,329 dwelling units, approximately 18.9 million square feet of nonresidential land uses and a resulting population of 63,799 persons at the City's buildout. Buildout was estimated to occur over 20 years. The General Plan FEIR concluded significant and unavoidable impacts concerning Transportation and Traffic.

Since certification of the General Plan FEIR, the SCAG RHNA Allocation Plan fifth cycle, which was adopted in 2012, indicates that between 2014 and 2021, the City will need to accommodate development of 397 dwelling units. The 2014-2021 Housing Element concluded adequate development capacity remained for the City to meet the RHNA allocation for the 2014-2021 planning period. On November 12, 2013, the City Council adopted Resolution No. 6106 approving the 2014-2021 Housing Element and the supporting IS/ND.

Gardena Municipal Code. The Gardena Municipal Code regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in Gardena Municipal Code Title 18). The Municipal Code is the primary method used for implementing the General Plan's Goals, Objectives, and Policies. Gardena Municipal Code Title 18, Gardena Zoning Law, specifies the rules and regulations for construction, alteration and building of structures within the City.

1.5 Report Organization

This document is organized into the following sections:

Section 1.0, Introduction, provides the CEQA Statute and Guidelines applicable to the Initial Study, summarizes the findings of the Initial Study, describes the public review process, and identifies documents incorporated by reference as part of the Initial Study.

Section 2.0, Project Description, provides a detailed description of the proposed Project, including Project location, environmental setting, Project characteristics, construction program and phasing, and requested entitlement, permits and approvals.

Section 3.0, Environmental Checklist Form, provides Project background information and a summary of environmental factors potentially affected by the proposed Project and the Lead Agency Determination based on the analysis and impact determinations provided in Section 4.0. The impact evaluation criteria utilized in Section 4.0 is also provided.

Section 4.0, Environmental Analysis, provides a detailed analysis of the environmental impacts identified in the environmental checklist, and identifies mitigation measures, if necessary.

Section 5.0, References, identifies the information sources utilized in preparation of the IS to support the environmental analysis.

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The 1108 W. 141st Street General Plan Amendment (GPA) and Zone Change (ZC) Project (Project) site is located in the City of Gardena within the County of Los Angeles; refer to [Exhibit 2-1, *Regional Vicinity*](#). The Project site is located in the eastern portion of the City at 1108 W. 141st Street, at the northeast corner of Rosecrans and Budlong Avenues. The Project site is comprised of one parcel (APN 6115-015-023) totaling approximately 4.59 acres; refer to [Exhibit 2-2, *Project Location*](#).

Regional access to the site is provided via the Harbor Freeway (Interstate [I] 110) to the east, the Artesia Freeway (SR-91) to the south, and the Glen Anderson Freeway (I-105) to the north of the site. Local access to the site is provided primarily from Rosecrans Avenue. Within the project area, Rosecrans Avenue is accessed from Vermont Avenue to the East and Normandie Avenue to the West.

2.2 Existing Setting

ON-SITE LAND USES

In 1978 the City approved a conditional use permit (CUP) for parking on the Project site and the site currently provides surface parking for the Lucky Lady Casino located directly to the east. The site is primarily accessed from a driveway on Rosecrans Avenue located between the parking area and the Lucky Lady Casino. A second gated driveway is located along Budlong Avenue at the northwest corner of the site. The perimeter of the site is surrounded on the south, west, and north by a mix of iron fence and block wall with landscape hedges. The eastern portion of the site is open to the driveway and surface parking north of the Lucky Lady Casino.



GENERAL PLAN AND ZONING

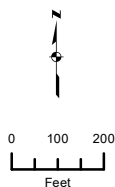
According to the City of Gardena Land Use Map (General Plan Land Use Element Figure LU-2), the Project site is designated Medium Density Residential and High Density Residential; refer to [Exhibit 2-3, *Existing General Plan Land Use*](#). The Medium Density Residential designation is intended to provide a quality multiple-family living environment. This category is implemented by the Low Density Multiple Family Residential (R-2) and Medium Density Multiple-Family Residential (R-3) zones. It typically includes lower density multi-unit residential development of up to 17 units per acre. The High Density Residential land use designation provides for a high quality, compact, multiple family living environment. This category is implemented by the High Density Multiple Family Residential (R-4) zone and consists of two to three story multi-unit buildings which must have a minimum density of 20 units per acre.

The City of Gardena Zoning Map identifies the zoning for the Project site as Medium-Density Residential (R-3) and High-Density Residential (R-4); refer to [Exhibit 2-4, *Existing Zoning*](#). Gardena Municipal Code, Chapters 18.16, *Medium Density Multiple-Family Residential Zone (R-3)* and 18.18, *High Density Multiple-Family Residential Zone (R-4)*, identifies the permitted uses and property development standards for properties within the R-3 and R-4 zones, respectively.



Legend

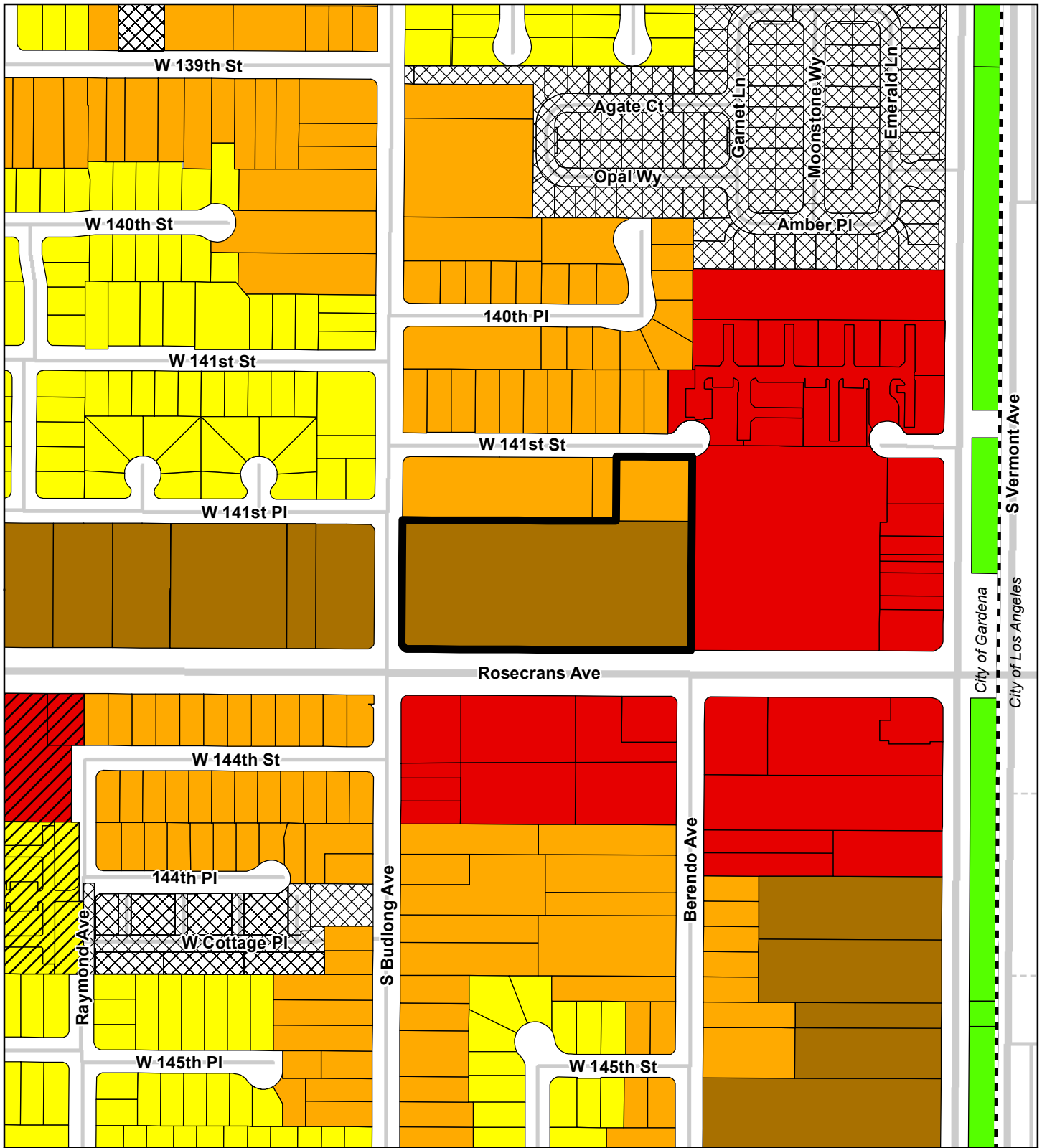
-  Project Parcel 6115-015-023
-  City of Gardena












CITY OF GARDENA
 1108 W 141st STREET GPA & ZC
 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

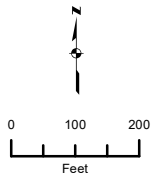
Exhibit 2-2. Project Location

Sources: Los Angeles County; ArcGIS Online World Imagery Map Service. Map date: August 22, 2020.



Legend

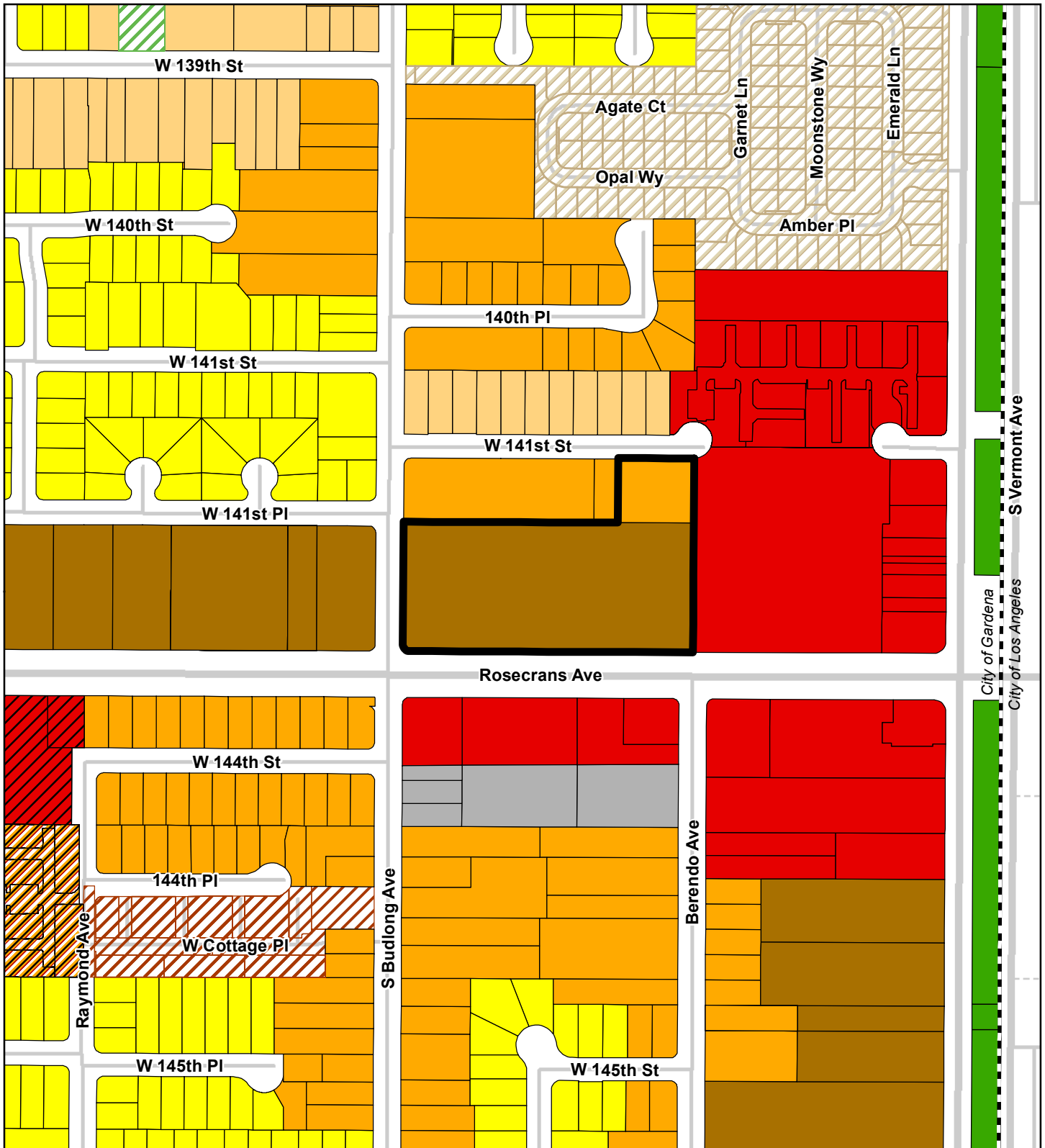
-  Project Parcel
-  City of Gardena
-  Specific Plan
-  Low Residential
-  Medium Residential
-  High Residential
-  General Commercial
-  Public/Institutional
-  Mixed Use Overlay





CITY OF GARDENA
1108 W 141st STREET GPA & ZC
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

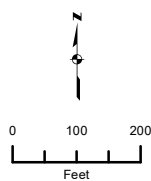
Exhibit 2-3.
Existing General Plan Land Use

Sources: Los Angeles County; Gardena General Plan 2006. Map date: October 1, 2020.



Legend

-  Project Parcel
-  City of Gardena
-  Ascot Village Specific Plan
-  Carnelian Specific Plan
-  Cottage Specific Plan
-  Platinum Row Specific Plan
-  R1
-  R2
-  R3
-  R4
-  C3
-  P
-  O
-  Mixed Use Overlay



CITY OF GARDENA
1108 W 141st STREET GPA & ZC
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Exhibit 2-4. Existing Zoning

Sources: Los Angeles County: Gardena Zoning Map January 2018. Map date: October 1, 2020.

SURROUNDING USES

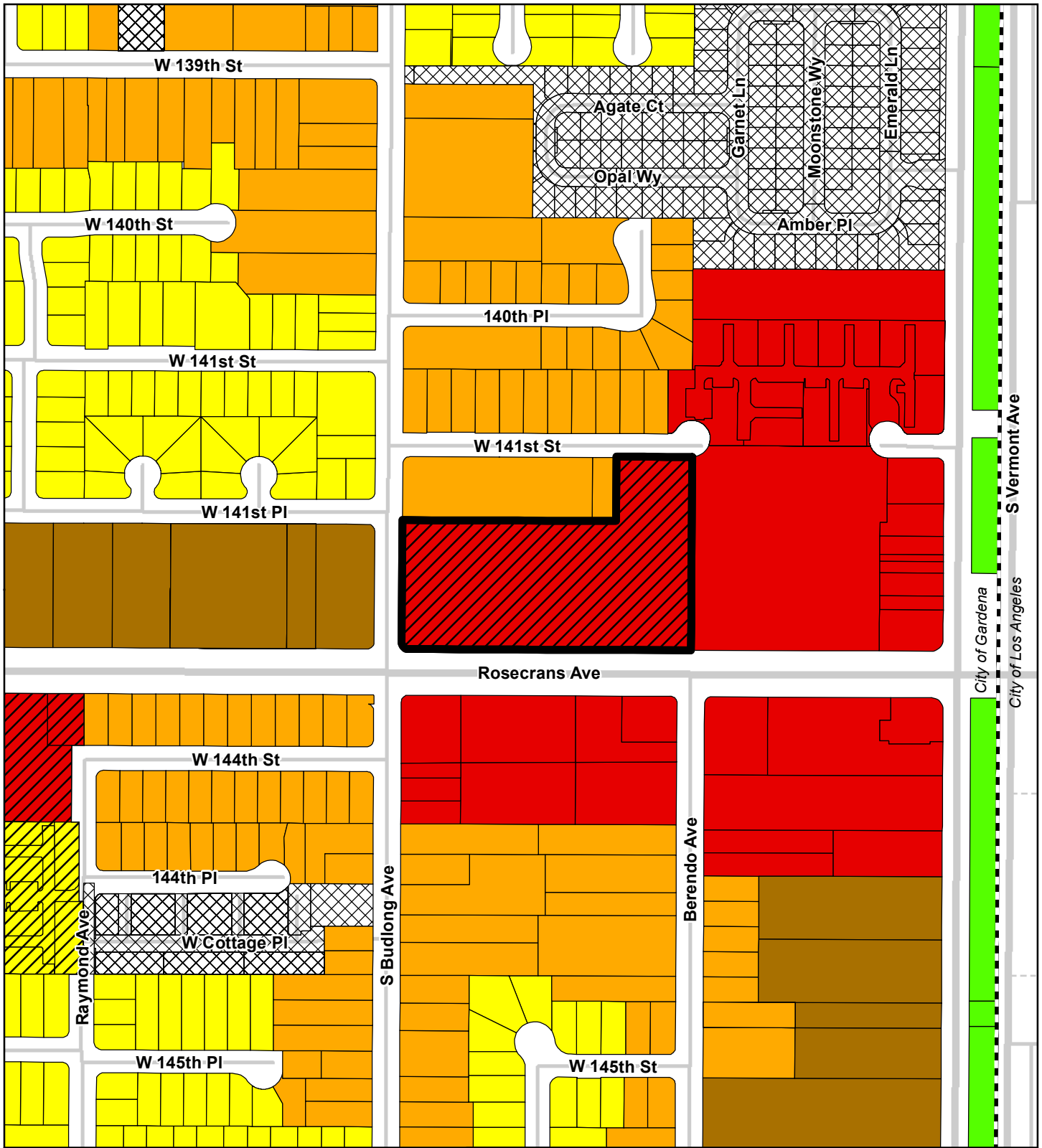
Uses surrounding the Project site include:

- **North:** Directly north of the Project site is the Church of the Holy Communion property, zoned Medium Density Multiple-Family Residential Zone (R-3), and West 141st Street. West 141st Street is a cul-de-sac that extends east from Budlong Avenue and terminates at the northeastern portion of the Project site.
- **East:** Directly east of the Project site is the Lucky Lady Casino and associated surface parking. To the east of the Lucky Lady Casino are commercial uses fronting Vermont Avenue. Uses to the east of the Project site are zoned General Commercial Zone (C-3).
- **South:** Rosecrans Avenue forms the southern boundary of the Project site. South of Rosecrans Avenue are an Airgas (gases, welding and safety products) store, Rosecrans Care Center, and a Popeyes Restaurant, zoned C-3. South of Rosecrans Avenue to the southeast of the Project site is the Strawberry Square shopping center, also zoned C-3. South of Rosecrans Avenue to the southwest of the Project site, across Budlong Avenue are multiple-family residences zoned R-3.
- **West:** Budlong Avenue forms the western boundary of the Project site. West of Budlong Avenue are multiple-family residences zoned R-4.










2.3 Project Characteristics

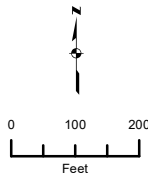
The Project Applicant, Gardena LF, LLC, requests approval of the proposed 1108 W. 141st Street GPA and ZC Project. The Project includes a General Plan Amendment (GPA) #4-20 and Zone Change (ZC) #3-20 to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation; refer to Exhibit 2-5, Proposed General Plan Land Use and Exhibit 2-6, Proposed Zoning.

The timing of the change in designation and zoning is due to the recent enactment of Government Code section 66300 which essentially requires that a city may only change a land use designation or zoning ordinance to a less intensive (residential) use, if it concurrently makes changes to other parcels within the city to ensure there is no net loss in residential capacity. The City is currently processing an application from Melia Homes, Inc. for a General Plan Amendment, zone change, tract map and site plan review to develop 4.15 acres on South Vermont Avenue in the City for the development of 84 townhome style condominium units (the “Evergreen Residential” Project). The Evergreen Residential Project site is currently zoned General Commercial (C-3). Approval of the Evergreen Residential Project would include rezoning the property to High Density Multiple-Family Residential (R-4), which allows up to 30 dwelling units/acre. The proposed Project involves the potential future development of approximately 2.0 acres of the 4.59 acres, because the remaining acreage is needed for the casino parking. Based on the site’s existing zoning, the portion that could be developed would yield approximately 46 units based on projects that have been developed in similar zones in the City over the past few years. Thus, the Evergreen Residential Project would make up for the loss of residential development that could have been built on the Project site. Additionally, the mixed-use overlay would continue to allow residential development to be built by right on the property at a density of 30 units to the acre.



Legend

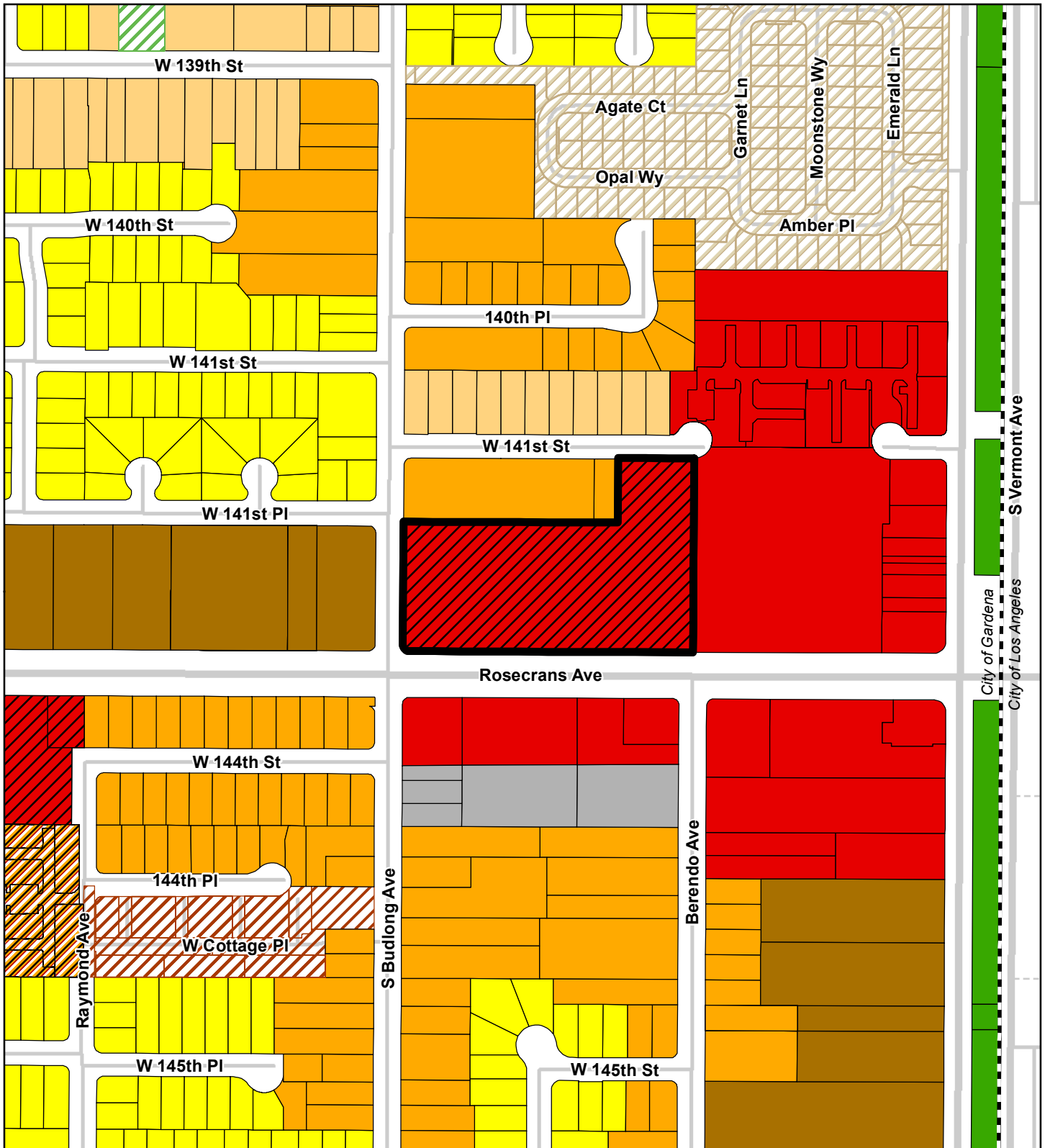
-  Project Parcel
-  City of Gardena
-  Specific Plan
-  Low Residential
-  Medium Residential
-  High Residential
-  General Commercial
-  Public/Institutional
-  Mixed Use Overlay





CITY OF GARDENA
1108 W 141st STREET GPA & ZC
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

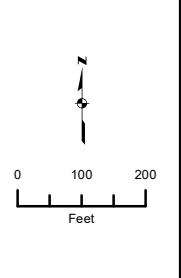
Exhibit 2-5.
Proposed General Plan Land Use

Sources: Los Angeles County; Gardena General Plan 2006. Map date: October 1, 2020.



Legend

-  Project Parcel
-  City of Gardena
-  Ascot Village Specific Plan
-  Carnelian Specific Plan
-  Cottage Specific Plan
-  Platinum Row Specific Plan
-  R1
-  R2
-  R3
-  R4
-  C3
-  P
-  O
-  Mixed Use Overlay



CITY OF GARDENA
1108 W 141st STREET GPA & ZC
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Exhibit 2-6. Proposed Zoning

Sources: Los Angeles County: Gardena Zoning Map January 2018. Map date: October 1, 2020.

In addition to being subject to a CUP for parking for the benefit of the casino, the Project site is subject to an economic incentive agreement. Based on that agreement, as well as an Offering Memorandum done in January 2020, it was determined that the most reasonable development to analyze under CEQA is a hotel and restaurant to be developed on 2.0 acres; the remaining acreage would remain as required parking for the casino.

The Project site is located less than 0.5-mile west of the 110 freeway and approximately 2.0 miles south of the 105 freeway. In addition to being directly adjacent to the Lucky Lady Casino, the site is located approximately 1.0 mile north of the Hustler Casino. The site is also located approximately 2.0 miles from southeast of the SpaceX Campus in Hawthorne, 3.8 miles southeast of the new LA Stadium and Entertainment District Development, 6.0 miles southeast of the Los Angeles International Airport (LAX), 8.0 miles south of USC, 3.0 miles northwest of the StubHub Center and 9.0 miles south of Downtown Los Angeles.

It is noted that the City is currently considering amending the development standards for Amenity Hotels within the City as part of a separate project. If approved, the proposed amendments to the Zoning Code would add a definition for an Amenity Hotel with specific standards including minimum lobby and room size. If approved, Amenity Hotels would be allowed by right on Arterials and Major Collector Streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1) and General Industrial (M-2) zones. A CUP would continue to be required for all other types of hotels and motels. The development standards would also be amended to increase the FAR from 0.5 to 2.0 and reduce the minimum lot size from 1.0 to 0.5 for Amenity Hotels. Other amendments to the development standards under consideration include reducing minimum landscape requirements, increasing height, and reducing parking standards specific to Amenity Hotels.

As stated above, the 1108 W. 141st street GPA & ZC Project proposes a General Plan Amendment (GPA) #4-20 and Zone Change (ZC) #3-20 to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. If the proposed Project is approved, subsequent amendments to the City's development standards for Amenity Hotels would apply to the Project site if an Amenity Hotel is proposed for future development. Although the proposed amendments to the City's development standards include an increase in FAR to 2.0, discussion with hotel developers and an examination of other hotels in the area has determined that a hotel at a FAR of 2.0 on the Project site would not be a viable option. Thus, this Initial Study considers development of the Project site as described below. It is further noted that by including the Mixed-Use Overlay designation, the site could still be developed for residential uses in accordance with the existing land use designation and zoning.

PROJECT SITE DEVELOPMENT

Although a specific development is not being proposed at this time, based on the existing agreements and development standards that would be applicable to the site associated with the proposed GPA and ZC, the CEQA analysis considers the potential for future development of a four-story hotel (65 feet high) with up to 126 rooms within a single structure of approximately 68,000 square feet and a separate 5,000 square foot restaurant on 2.0 acres of the 4.59-acre Project site. As stated, the remaining acreage would remain as required parking for the casino. Parking for the hotel and restaurant would be required in accordance with the City's Municipal Code.

Access to the Project site would be from a driveway along Rosecrans Avenue, as well as from a driveway on Budlong Avenue. It is anticipated that there would be reciprocal parking and access agreements with the Lucky Lady Casino.

REQUESTED ENTITLEMENTS

The Project requests approval of the following entitlements:

- General Plan Amendment (GPA) #4-20 to change the General Plan land use designation of the site to General Commercial with a Mixed-Use Overlay; and
- Zone Change (ZC) #3-20 to change zoning of the site to General Commercial (C-3) with a Mixed-Use Overlay.

PROJECT CONSTRUCTION AND PHASING

As stated, a specific development is not currently proposed. Construction activities for each use (hotel and restaurant) are anticipated to occur within a single phase and include site preparation, grading, building construction, and paving, architectural coating, and landscaping.

2.4 Permits and Approvals

The City of Gardena, as the Lead Agency, has discretionary authority over the proposed Project. To implement the proposed Project, at a minimum, the following discretionary permits/approvals must be granted by the City:

- Environmental Assessment (EA) #7-20;
- General Plan Amendment (GPA) #4-20; and
- Zone Change (ZC) #3-20.

Future grading and construction activities would be subject to the review of grading plans and architectural plans and issuance of grading permits and building permits by the City.

3.0 ENVIRONMENTAL CHECKLIST FORM

BACKGROUND

1. Project Title: 1108 W. 141 st Street GPA & ZC
2. Lead Agency Name and Address: City of Gardena Community Development Department 1700 West 162 nd Street Gardena, California 90247
3. Contact Person and Address: John F. Signo, AICP Senior Planner City of Gardena, Community Development Department 1700 West 162 nd Street Gardena, California 90247 Email: jsigno@cityofgardena.org
4. Project Location: 1108 W. 141 st Street, Gardena, California
5. Project Sponsor's Name and Address: Gardena LF, LLC 8484 Wilshire Boulevard, Suite 900 Beverly Hills, CA 90211
6. General Plan Designation: Medium Density Residential and High Density Residential
7. Zoning: Medium-Density Residential (R-3) and High-Density Residential (R-4)
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: None as a specific development project is not currently proposed.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project on May 8, 2020. At the time this Initial Study was made available for public review, no requests for consultation have been received; refer to Response 4.18.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

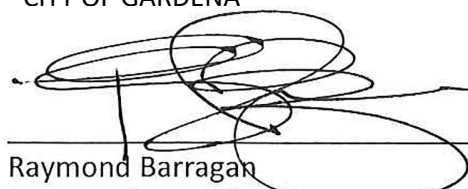
	Aesthetics		Agriculture and Forestry Resources		Air Quality
X	Biological Resources		Cultural Resources		Energy
X	Geology and Soils	X	Greenhouse Gas Emissions		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation	X	Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

CITY OF GARDENA


 Raymond Barragan
 Community Development Manager

October 6, 2020

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The Gardena General Plan does not identify any scenic vistas or scenic resources within the City. The Project site and surrounding area are relatively flat and due to the topography and intervening structures associated with urbanization of the area, there are no expansive views or scenic vistas. The Project would not have a substantial adverse effect on a scenic vista.

Mitigation Measures: No mitigation measures are required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The Project area is developed and does not contain any scenic resources. There are no State or County designated scenic highways.¹ Additionally, the Gardena General Plan does not identify any

¹ California Department of Transportation, Scenic Highway System Lists, *List of Eligible and Officially Designated State Scenic Highways* and *List of Officially Designated County Scenic Highways*, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed August 24, 2020.

scenic highways within the City. The Project would not substantially damage scenic resources within a state scenic highway.

Mitigation Measures: No mitigation measures are required.

- c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Less Than Significant Impact. The Project site is located within an urbanized area. The Project site is currently improved, providing surface parking for the casino located to the east. The surrounding area is developed with a church located immediately north of the Project site and residential uses located north of the church of 141st Street; commercial uses located to the east; commercial and residential uses located south of Rosecrans Avenue; and residential uses located west of Budlong Avenue. The Project proposes a General Plan Amendment (GPA) and Zone Change (ZC) to redesignate the property as General Commercial with a Mixed-Use Overlay and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation, and anticipates future development of a portion of the site with a hotel and a restaurant. The remainder of the site would be maintained as surface parking for the adjacent casino.

Although a specific development is not currently proposed, future development of the site with a hotel and restaurant would be subject to the requirements of Gardena Municipal Code Section 18.32.020, *Property development standards*, which addresses development within the proposed C-3 zone. Section 18.32.020 establishes standards for development including, but not limited to, lot area and dimensions, building height, setbacks, landscaping, signs, and off-street parking and loading. Additionally, the Project would be required to comply with Gardena Municipal Code Chapter 18.42, *General Provisions*, which addresses landscape regulations, refuse enclosures, enclosure of mechanical equipment, and security and lighting plans, amongst others.

Although the Gardena Municipal Code does not identify specific regulations governing scenic quality, the review process would ensure the physical design of development within the Project site is consistent and compatible with the site and surrounding area. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Mitigation Measures: No mitigation measures are required.

- d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less Than Significant Impact. The Project site and surrounding area currently experience lighting typical of an urbanized area, such as building interior and exterior lighting, parking lot security lighting, and street lighting along surrounding roadways, including Budlong and Rosecrans Avenues. Development of the site with a hotel and restaurant would introduce similar types of lighting including interior building lighting and exterior lighting associated with building illumination, landscape lighting, parking lot lighting, and security lighting.

Development within the Project site would be required to submit a complete security and lighting plan in accordance with Gardena Municipal Code Section 18.42.150, *Security and lighting plan*. The purpose of the security and lighting plan is to ensure that safety and security issues are addressed in the design of developments. Lighting plans for commercial developments are required to demonstrate an average of 2-foot candle for all public/common areas. A Photometric Plan would be required prior to Building Permit issuance to verify compliance with Section 18.42.150. The City would also review new lighting for conformance with the 2019 Building Energy Efficiency Standards, or the current code in effect at the time of application, to ensure the minimum amount of lighting is used, and no light spillage would occur. As a specific development project is not currently proposed, potential building materials are not known. However, any future development would be reviewed, including proposed building materials, to ensure the use of highly reflective materials or significant expanses of glass that could result in significant daytime glare would not occur. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The City of Gardena does not contain any mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.² Further, the Project site is zoned Medium-Density Residential (R-3) and High-Density Residential (R-4) and is not zoned for agricultural use, nor is the site under a Williamson Act

² California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/agriculture/>, accessed August 24, 2020.

contract. Thus, the Project would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contact.

Mitigation Measures: No mitigation measures are required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. As stated, the Project site is zoned Medium-Density Residential (R-3) and High-Density Residential (R-4). No forest land, timberland, or timberland zoned Timberland Production occurs within the City. The Project site is located within an urbanized area and provides surface parking for the adjacent casino. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation Measures: No mitigation measures are required.

e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. Refer to Responses 4.2(a) through 4.2(d), above.

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

South Coast Air Quality Management District (SCAQMD) Thresholds

Mass Emissions Thresholds

The SCAQMD significance criteria may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during project construction and operations, as shown in Table 4.3-1, South Coast Air Quality Management District Emissions Thresholds.

**Table 4.3-1
South Coast Air Quality Management District Emissions Thresholds**

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993 (PM_{2.5} threshold adopted June 1, 2007).

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the proposed Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 ppm
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near the project site exceed State and federal CO standards. The South Coast Air Basin (SCAB) has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds (“LSTs”) for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. The City of Gardena is located within SCAQMD SRA 3 (Southwest Coastal LA County). Table 4.3-2, Local Significance Thresholds (Construction/Operations), shows the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 3 with sensitive receptors located within 25 meters of the project site.

**Table 4.3-2
 Local Significance Thresholds (Construction/Operations)**

Project Size	Nitrogen Oxide (NO _x) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM ₁₀) – lbs/day	Fine Particulates (PM _{2.5}) – lbs/day
1.0 acres	91/91	664/664	5/1	3/1
2.0 acres	131/131	967/967	8/2	5/1
5.0 acres	197/197	1,796/1,796	15/4	8/2

Source: South Coast Air Quality Management District, *Localized Significance Threshold Methodology – Appendix C*, revised October 21, 2009.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and State ambient air

quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within SCAB, which is under SCAQMD's jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the USEPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in [Tables 4.3-3 and 4.3-4](#), the proposed Project construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed Project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2016-2040 Regional Transportation Plan/Sustainability Communities Strategy (2016-2040 RTP/SCS) demographics forecasts. The population, housing, and employment forecasts within the 2016-2040 RTP/SCS are based on local general plans as well as input from local governments, such as the City of Gardena. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

As discussed in Section 4.14, Population and Housing, the Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered; the remaining acreage would be maintained for casino parking. The Project's employment growth could result in population growth within the City, as Development of a hotel and restaurant would increase local employment opportunities during construction and operation. Although unlikely, the Project's employment opportunities could increase the City's population, as employees (and their families) may choose to relocate to the City. A hotel and restaurant are anticipated to generate approximately 111 employees.³ It should be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, hotels and restaurants do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions, but rather would provide employment opportunities to people within the local community and surrounding areas. Assuming 111 new employees (and their families) relocate to Gardena, Project implementation would result in a potential population increase of approximately 314 persons.⁴ This is a conservative assumption, as it assumes all employees would relocate to the City along with their families instead of the more likely scenario of existing Gardena or other nearby residents to fill some of the new employment opportunities.

The forecast population growth would increase the City's existing (2020) population of 60,937 persons by less than one percent (approximately 0.5 percent) to 61,251 persons.⁵ The Gardena General Plan anticipates a population of 63,799 persons at buildout. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not induce substantial unplanned population growth in the area.

³ Based on the World Tourist Organization recommended staffing rate of 8 persons per 10 rooms for similar type hotels and the Gardena General Plan EIR employment density factor for Other Retail/Service commercial uses of 334 square feet per employee for the retail component.

⁴ Based upon an average household size of 2.83 persons per household per the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011-2020*, Sacramento, California, May 2020.

⁵ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011-2020*, Sacramento, California, May 2020.

The Gardena General Plan anticipated an increase in jobs within the City associated with the development of employment-generating land uses. More specifically, the General Plan anticipates an increase of approximately 4,700 jobs in the City between 2005 and 2025, resulting in approximately 39,400 jobs by 2025. SCAG's 2016-2040 RTP/SCS growth forecasts anticipated 31,200 jobs by 2020 and 32,600 jobs by 2035.⁶ According to the Profile of the City of Gardena (2019), prepared by SCAG, in 2017 there were 29,405 jobs within the City.⁷

As stated, potential development of a hotel and restaurant could provide approximately 111 new jobs within the City. The potential addition of 111 jobs would be within the growth projections anticipated by the Gardena General Plan (39,400 jobs by 2025) and SCAG's 2016-2040 RTP/SCS (31,200 jobs by 2020 and 32,600 jobs by 2035). Thus, the Project would be within the growth projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

2. Would the project implement all feasible air quality mitigation measures?

The proposed Project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Responses b) and (c). As such, the proposed Project meets this 2016 AQMP consistency criterion.

3. Would the project be consistent with the land use planning strategies set forth in the AQMP?

Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. As discussed in [Section 4.8, Greenhouse Gas Emissions](#), the Project would be consistent with the actions and strategies of the 2016-2040 RTP/SCS. For example, the Project would be consistent with the 2016-2040 RTP/SCS goal that focuses on new growth around transit by providing for the opportunity to develop employment-generating uses adjacent to Rosecrans Avenue, which is served by frequent transit routes and providing commercial uses in proximity to existing residential and other commercial uses.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP. Therefore, the Project would be consistent with the above criteria and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

⁶ Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.

⁷ Southern California Association of Governments, *Profile of the City of Gardena, Local Profiles Report 2019*, May 2019, <http://www.scag.ca.gov/Documents/Gardena.pdf>, accessed August 27, 2020.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project site include ozone-precursor pollutants (i.e., ROG and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

Construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. For analysis purposes, site preparation, grading, and building construction are anticipated to begin in early 2021. Paving and architectural coating is anticipated to occur in late 2021. Although site-specific development is not currently proposed and the exact construction timeline is unknown, the early 2021 construction start date used in the modeling results in a conservative analysis because CalEEMod uses cleaner emissions factors in future years due to improved emissions controls and fleet turnover. This approach is conservative given that emissions factors are anticipated to decrease in future years due to regulatory and technological improvements and fleet turnover; refer to [Appendix A, Air Quality/Energy/Greenhouse Gas Emissions Data](#), for additional information regarding the construction assumptions used in this analysis.

The Project's predicted maximum daily construction-related emissions are summarized in [Table 4.3-3, Construction-Related Emissions \(Maximum Pounds Per Day\)](#).

As shown in [Table 4.3-3](#), all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, future development would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay SCAB's goal for meeting attainment standards. Impacts associated with construction emissions would be less than significant.

**Table 4.3-3
 Construction-Related Emissions (Maximum Pounds Per Day)**

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM10)	Fine Particulates (PM2.5)
2021	58.4	17.4	16.9	<0.1	2.9	1.9
SCAQMD Threshold	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2016.3.2.

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to [Appendix A](#) for model outputs.

Operational Emissions

The Project’s operational emissions would be associated with motor vehicle use and area sources. Area sources include natural gas for space and water heating, gasoline-powered landscaping and maintenance equipment, consumer products (such as household-type cleaners). Mobile sources emissions are generated from vehicle operations associated with Project operations. Typically, area sources are small sources that contribute very minor emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions.

CalEEMod was also used to calculate pollutants emissions from vehicular trips generated from the proposed Project. The vehicle trip rate for the Project was obtained from the Transportation Memorandum prepared by Kittelson & Associates; refer to [Appendix E](#). CalEEMod default inputs for vehicle mix and trip distances were unaltered for this analysis. CalEEMod estimated emissions from Project operations are summarized in [Table 4.3-4, Operational-Related Emissions \(Maximum Pounds Per Day\)](#). Note that emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

As shown in [Table 4.3-4](#), emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, Project operational impacts would be less than significant.

**Table 4.3-4
 Operational-Related Emissions (Maximum Pounds Per Day)**

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Summer Emissions						
Area Source	4.2	<0.1	<0.1	0	<0.1	<0.1
Energy	0.2	2.0	1.7	<0.1	0.2	0.2
Mobile	4.3	18.2	36.8	0.1	8.7	2.4
Total	8.7	20.2	38.5	0.1	8.9	2.6
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Winter Emissions						
Area Source	4.2	<0.1	<0.1	0	<0.1	<0.1
Energy	0.2	2.0	1.7	<0.1	0.2	0.2
Mobile	4.2	18.3	36.8	0.1	8.7	2.4
Total	8.6	20.3	38.5	0.1	8.9	2.6
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.						

Area Source Emissions

Area source emissions would be generated due to consumer products, architectural coating, and landscaping that were previously not present on the site. As shown in [Table 4.3-4](#), the Project's unmitigated area source emissions would not exceed SCAQMD thresholds for either the winter or summer seasons. Therefore, impacts would be less than significant and mitigation measures are not required.

Energy Source Emissions

Energy source emissions would be generated due to the Project's electricity and natural gas usage. The Project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in [Table 4.3-4](#), the Project's unmitigated energy source emissions would not exceed SCAQMD thresholds for criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, the Project's operational air quality impacts would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NOx, PM₁₀, and PM_{2.5} are all pollutants of regional concern. NOx and ROG react with sunlight to form O₃, known as photochemical smog. Additionally, wind currents readily transport PM₁₀ and PM_{2.5}. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, as recommended by the SCAQMD. The Project's trip generation estimates were based on the Institute of Transportation Engineers (ITE) trip generation rates provided in the Transportation Memorandum prepared by Kittelson & Associates; refer to [Appendix E](#). Based on the ITE trip generation rates, the proposed Project would generate 3,408 new average daily trips (ADT).⁸ As shown in [Table 4.3-4](#), mobile source emissions would not exceed SCAQMD thresholds for criteria pollutants. Therefore, the Project's air quality impacts associated with mobile source emissions would be less than significant.

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed above, the Project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in [Table 4.3-4](#), the Project's operational emissions would not exceed SCAQMD thresholds. As a result, the Project's operational emissions would not result in a cumulatively considerable contribution to

⁸ Although it is anticipated that a sit-down high turnover restaurant is the most likely type of restaurant that would be developed within the Project site, for analysis purposes the Transportation Memorandum uses the trip generation rate for a drive-thru restaurant, as a drive-thru restaurant would generate higher trips by comparison. Therefore, the analysis is conservative in utilizing the higher trip generate rate and it is likely vehicle trips would be less than identified within this Initial Study.

significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. This is a less than significant impact.

Mitigation Measures: No mitigation measures are required.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less Than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project site are the church and single-family residences located to the north and the multi-family residences located west and south of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

The maximum daily disturbed acreage would be approximately 1.11 acres (i.e. the maximum total building footprint area anticipated for the hotel and restaurant). The appropriate SRA for the LSTs is the Southwest Coastal LA County area (SRA 3), since SRA 3 includes the Project site. LSTs apply to CO, NO₂, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 2.0 acres. As stated, Project construction is anticipated to disturb a maximum of 1.11 acres in a single day.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 25 meters were utilized in this analysis for receptors closer than 25 meters. Table 4.3-5, Localized Significance of Construction Emissions (Maximum Pounds per Day), presents the results of localized emissions during proposed Project construction.

**Table 4.3-5
 Localized Significance of Construction Emissions (Maximum Pounds per Day)¹**

Construction Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Site Preparation (2021)	17.4	7.6	2.8	1.8
Grading (2021)	14.3	6.3	2.5	1.6
Building Construction (2021)	13.6	12.9	0.7	0.7
Paving (2021)	7.7	8.9	0.4	0.4
Architectural Coating (2021)	1.5	1.8	0.1	0.1
SCAQMD Localized Screening Thresholds (2 acres at 25 meters)	131	967	8	5
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.				
Notes: 1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.				

As shown in [Table 4.3-5](#), the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, specific development projects would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during construction activities.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in [Table 4.3-6, Localized Significance of Operational Emissions \(Maximum Pounds per Day\)](#). [Table 4.3-6](#) shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during operational activities.

**Table 4.3-6
 Localized Significance of Operational Emissions (Maximum Pounds per Day)**

Emission Sources	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
On-Site Emissions (Area Sources)	<0.1	<0.1	<0.1	<0.1
SCAQMD Localized Screening Threshold (2 acres at 25 meters)	131	967	2	1
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2016.3.2; refer to Appendix A for model outputs.				

The Project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and no significant toxic airborne emissions would result from operation of the proposed Project. Construction activities are subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno [Friant Ranch, L.P.]* [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NOx and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources. Breathing ground-level ozone can result in health effects that include: reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2016 AQMP, ozone, NOx, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although VMT in the SCAB continue to increase, NOx and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NOx emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour ozone standard in 2023 would lead to sufficient NOx emission reductions to attain the 1-hour ozone standard by 2022. In addition, since NOx emissions also lead to the formation of PM_{2.5}, the NOx reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NOx reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in PM_{2.5} concentrations. NOx-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP

identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMP plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasized that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_x emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_x from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_x reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to [Table 4.3-3](#) and [Table 4.3-4](#). Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to [Table 4.3-5](#) and [Table 4.3-6](#). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue

intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the 3,408 net new ADT attributable to the proposed Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminants (TAC) emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The closest sensitive receptor to the Project site is located immediately adjacent to the north. Residential uses are also located to the north, west, and south, across adjacent roadways, further from the major Project construction areas.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter (DPM). Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. For these reasons, DPM generated by Project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxins and the proposed Project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)*

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with potential construction-related activities would be less than significant.

Operational

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project anticipates the development of commercial uses within a portion of the Project site, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the proposed Project would not create objectionable odors and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.4 Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The Project site is located within an urbanized area and currently provides surface parking for the adjacent casino. There are several trees (primarily palm trees) distributed throughout the parking lot and at the southwest and northwest edges of the site. The surrounding area is developed, comprised primarily of a church and residential uses to the north, casino and associated surface parking to the east, commercial and multiple-family residential uses to the south, south of Rosecrans Avenue and multiple-family uses to the west across Budlong Avenue. Based on review of the existing and surrounding conditions, no candidate, sensitive, or special status plant or wildlife species occur on the Project site or adjacent properties. Further, there are no riparian habitat or wetlands within the Project site and surrounding area. Therefore, the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status plant or wildlife species, any riparian habitat or other sensitive natural community, or on any state or federally protected wetlands.

Mitigation Measures: No mitigation measures are required.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Less Than Significant Impact With Mitigation Incorporated. The Project site consists of a surface parking lot and does not contain natural habitat. As stated, there are several trees (primarily palm trees) distributed throughout the parking lot and at the southwest and northwest edges of the site. The surrounding area is developed with a mix of residential, institutional, and commercial uses. The site is bounded on the west and south by roadways. The Project site and surrounding area do not serve as a native resident or migratory wildlife corridor or wildlife nursery site. Although site-specific development is not currently proposed, the potential development of a hotel and restaurant within the western portion of the Project site would likely require the removal of some of the on-site trees, but replacement trees and landscaping would be provided. Although not anticipated, there is the potential for trees to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC).

Under MBTA provisions, it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds except as permitted by regulations issued by the USFWS. The term “take” is defined by USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to nonmigratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503). To address potential impacts to migratory birds, development within the Project site would be subject to compliance with Mitigation Measure BIO-1, which would require construction outside of the nesting season for migratory birds, or a pre-construction survey be conducted prior to initiating construction activities. If active nests are found, a Nesting Bird Plan would be required to be prepared and

implemented. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting migratory birds to a less than significant level.

Mitigation Measures:

BIO-1: 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.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. Gardena Municipal Code Chapter 13.60, *Trees, Shrubs, and Plants*, regulates the placement and provides for the proper selection of new trees to minimize problems in public facilities, and establishes requirements for the preservation and proper maintenance of existing trees located on public property, as well as certain trees located on private property, that are deemed important to the general welfare and the benefit of the community. Section 13.60.080, *Permit*, requires a Trimming Permit, Tree Removal Permit, and/or a Tree Planting Permit for cutting, trimming, pruning, planting, removing, injuring or interfering with any tree, shrub or plant upon any Street or Public Place of the City. The Project does not propose the removal of any trees located on public property. It is anticipated that future development of the site would involve the removal of some of the existing trees on the Project site. However, the on-site trees are primarily ornamental and are not considered important to the general welfare and the benefit of the community. At this time, a specific development Project is not proposed. Any request for removal of trees on public property would be reviewed pursuant to Gardena Municipal Code Section 13.60.110, *Tree removal criteria*. Thus, the Project would not conflict with any local policies or ordinances protection biological resources.

Mitigation Measures: No mitigation measures are required.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

No Impact. The Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, the Project would not conflict with any of these plans and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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4.5 Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

This section is based on the *Cultural and Paleontological Resources Assessment for the 1108 West 141st Street Project, City of Gardena, Los Angeles County, California* (Cultural Resources Assessment), prepared by Cogstone, dated August 2020 and included in its entirety as Appendix B, Cultural Resources Assessment.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. A search of the California Historic Resources Information System (CHRIS) was performed at the South Central Coastal Information Center (SCCIC) that includes the Project site and a one-half mile radius. Results of the records search indicate that eight previous studies had been completed within one-half mile of the Project area; none of which included the Project site. No previously recorded cultural resources are located within the Project site or the half-mile search radius. In addition to the SCCIC records search, additional sources were consulted, including the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), California Historical Resources Inventory (CHRI), California Historical Landmarks (CHL), and the California Points of Historical Interest (CPHI). Review of historic-era maps and aerial photographs were also conducted.

The Project site is a surface parking lot and does not contain any structures or other potential built historic resources. As no historic or potentially historic built environment resources are located within the site, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact. As stated above, results of the records search indicate that eight previous studies had been completed within one-half mile of the Project area; none of which included the Project site. No previously recorded cultural resources are located within the Project site or within the half-mile

search radius. A Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) on June 12, 2020. On June 26, 2020, the NAHC responded that a search of the SLF was completed with negative results. An intensive pedestrian survey for archaeological resources was not conducted as the Project site is completely hardscaped with no open ground surface.

Based on the negative findings identified above, along with a review of historic aerial photographs, the potential for subsurface archeological resource deposits is low. Further, the archaeological sensitivity is considered low due to construction and later demolition of buildings within the Project area during the 1980s and 1990s. According to the Cultural Resources Assessment, no further archaeological work is recommended for the Project. Impacts would be less than significant.

In the event development of the Project site results in the accidental discovery of archaeological resources during ground-disturbing activities, Condition of Approval (COA) CUL-1 would require construction work to halt until a qualified archaeologist can evaluate the find and if determined to be a “historical resource” or “unique archaeological resource”, implementation of avoidance measures or appropriate mitigation would be required. With implementation of COA CUL-1, development of the Project site would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 and impacts would be less than significant.

COA CUL-1 If previously unidentified cultural resources are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity and construction activities shall be diverted away from the find (50-foot buffer around the find) and a qualified archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 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. Any historic archaeological material 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, it shall be offered to a local school or historical society in the area for educational purposes. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Project owner and City of Gardena to implement Native American consultation procedures.

Mitigation Measures: No mitigation measures are required.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. There are no dedicated cemeteries within the Project site or surrounding area. Most Native American human remains are found in association with prehistoric archaeological sites. As discussed above, there are no known archaeological resources within the Project site or surrounding area and the potential for archaeological resources is considered low. However, there is the potential for previously unknown human remains to be discovered/disturbed during future ground disturbing activities, resulting in a potentially significant impact.

If human remains are found, the remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99. Health and Safety Code Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. Health and Safety Code Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the procedures set forth in Public Resources Code Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would designate the “Most Likely Descendent” of the unearthed human remains. If human remains are found during excavation, excavation would be halted near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99), the Project’s potential impacts concerning human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.6 Energy

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

REGULATORY FRAMEWORK

California Building Energy Efficiency Standards (Title 24)

The 2019 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards (CALGreen)

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State’s landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials (U.S. Green Building Council, 2020).

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy

resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board or the California Air Resources Board's (CARB), and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

City of Gardena Climate Action Plan

The City of Gardena, in cooperation with the South Bay Cities Council of Governments (SBCCOG), developed the City of Gardena Climate Action Plan (CAP) (December 2017) to reduce GHG emissions within the City. The CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP includes a GHG emissions inventory as well as the following reduction targets for community-wide emissions: 15 percent of 2005 levels by 2020 and 49 percent of 2005 levels by 2035. The CAP outlines GHG reduction measures for various sectors, including Land Use and Transportation (LUT), Energy Efficiency (EE), Solid Waste (SW), Urban Greening (UG), and Energy Generation and Storage (EGS). Reduction measures include accelerating the market for electric vehicles, encouraging alternative transportation choices, increasing energy efficiency in existing buildings, reducing energy consumption, increasing solid waste diversion, and supporting energy generation in the community.

a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Less Than Significant Impact. The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel (approximately 68,000 square feet) and restaurant (approximately 5,000 square feet) is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. The amount of energy used at the Project site would directly correlate to the size of the structures, the energy consumption of appliances, and outdoor lighting. Other major sources of Project energy consumption include fuel used by vehicle trips generated during Project construction and operation, and fuel used by off-road construction vehicles during construction.

The following discussion provides calculated levels of energy use expected for the potential hotel and restaurant, based on commonly used modelling software (i.e. CalEEMod v.2016.3.2 and the California Air Resource Board’s EMFAC2017). It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the Project; thus, this discussion provides a conservative estimate of proposed Project emissions.

Electricity and Natural Gas

Electricity and natural gas used by the Project would be used primarily to power on-site buildings. Total annual natural gas (kBtu) and electricity (kWh) usage associated with the operation of the Project are shown in Table 4.6-1, Project Operational Natural Gas and Electricity Usage (Mitigated Scenario).

**Table 4.6-1
 Project Operational Natural Gas and Electricity Usage**

Emissions	Project Annual Consumption	Los Angeles County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	75,627	2,921,000,000	0.003%
Electricity Consumption (MWh/year)	1,836	68,486,000	0.003%
Sources: CalEEMod version 2016.3.2; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.			

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. As shown in Table 4.6-1, Project operational natural gas usage would be a 0.003 percent increase above the County’s typical annual electricity consumption, and an approximate 0.003 percent increase above the county’s typical natural gas consumption. These increases are minimal in the context of the County as a whole.

On-Road Vehicles (Operation)

The Project would generate vehicle trips during its operational phase. According to the Transportation Memorandum prepared by Kittelson & Associates (refer to Appendix D), the Project would generate an average of approximately 3,408 net new daily vehicles trips. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod (version 2016.3.2) were used, which are based on the Project location and urbanization level parameters selected within CalEEMod; refer to Appendix A. The Project would generate an estimated total of approximately 13,676 average daily vehicle miles traveled (Average Daily VMT).⁹ Based on fleet mix data provided by CalEEMod and Year 2021 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2017, a weighted MPG factor for operational on-road vehicles of approximately 24.8 MPG for gasoline vehicles were derived. Based on 24.8 MPG and 13,676 Average Daily VMT, the Project would generate vehicle trips that would use approximately 552 gallons of gasoline per day or 201,347 gallons of gasoline per year.

⁹ Estimated VMT is generated from CalEEMod based upon the number of Project trips and an average trip length. CalEEMod average trip lengths are used to account for both the hotel and restaurant since the Project’s restaurant component satisfies the City’s SB 743 Implementation Guidance criteria for VMT screening and a detailed VMT analysis for the restaurant is not required; refer to Section 4.17, Transportation.

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2020 gasoline MPG factors provided by EMFAC2017. It was assumed that all vehicles would use gasoline as a fuel source (as opposed to diesel fuel or alternative sources). Table 4.6-2, On-Road Mobile Fuel Generated by Project Construction Activities – By Phase, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the Project would occur during the building construction phase.

**Table 4.6-2
 On-Road Mobile Fuel Generated by Project Construction Activities – By Phase**

Construction Phase	# of Days	Total Daily Worker Trips ⁽¹⁾	Total Daily Vendor Trips ⁽¹⁾	Total Hauler Trips ⁽¹⁾	Gallons of Gasoline Fuel ⁽²⁾	Gallons of Diesel Fuel ⁽²⁾
Site Preparation	2	8	0	0	9	0
Grading	4	8	0	0	18	0
Building Construction	200	79	31	0	8,838	6,967
Paving	30	16	0	0	268	0
Architectural Coating	10	13	0	0	73	0
Total				0	9,206	6,967
Sources: CalEEMod Version 2016.3.2; EMFAC2017.						
Notes:						
1. Provided by CalEEMod.						
2. Refer to <u>Appendix A</u> for further detail.						

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of the Project. Off-road construction vehicles expected to be used during the construction phase of the Project include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 396 gallons of diesel fuel for off-road construction vehicles during the site preparation and grading phases of the Project; refer to Appendix A for detailed calculations.

Conclusion

The proposed Project would use energy resources for the operation of the commercial buildings (e.g., electricity and natural gas), for on-road vehicle trips (e.g. gasoline and diesel fuel) generated by the Project (both during project construction and operation), and from off-road construction activities associated with the Project (e.g. diesel fuel). Each of these activities would require the use of energy resources. The Project would be responsible for conserving energy, to the extent feasible, and would be required to

comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. Both SCE, the electricity provider to the site, and Southern California Gas, the natural gas provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with all existing energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less Than Significant Impact. Table 4.6-3, *Gardena Climate Action Plan Project Consistency Analysis*, provides an analysis of the Project’s consistency with applicable policies in the *City of Gardena Climate Action Plan (CAP)*, 2017. The Project would be required to comply with the most recent version of CALGreen, which requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g. lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. As indicated in Table 4.6-3, the Project would be consistent with the measures identified in the City’s CAP and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; impacts would be less than significant.

**Table 4.6-3
 Gardena Climate Action Plan Project Consistency Analysis**

Gardena Climate Action Plan Measure	Consistency Analysis
Measure LUT: G1 – Increase Density	<u>Consistent</u> . The Project site is currently underutilized, providing parking for the adjacent casino. The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation, which would encourage infill development of the site at a greater intensity when compared to existing conditions. Development of the site is not currently proposed however, for purposes of this analysis, development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking.
Measure EE: B1 – Encourage or Require Energy Efficiency Standards Exceeding Title 24	<u>Consistent</u> . The Project would be required to comply with the 2019 version of the Title 24 CALGreen standards, or current version in effect at the time of application, which provide higher energy efficiency requirements as compared to the earlier version of Title 24 standards.
Measure EE: E1 – Promote or Require Water Efficiency Through SB X7-7	<u>Consistent</u> . The Project would be required to comply with the 2019 version of the Title 24 CALGreen standards, or current version in effect at the time of application, which include water efficiency standards the exceed the water efficiency requirements contained in previous versions of the Title 24 standards.
Source: City of Gardena Climate Action Plan, December 2017.	

Mitigation Measures: No mitigation measures are required.

4.7 Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

This section is based in part on the *Cultural and Paleontological Resources Assessment for the 1108 West 141st Street Project, City of Gardena, Los Angeles County, California* (Cultural Resources Assessment), prepared by Cogstone, dated August 2020 and included in its entirety as Appendix B, Cultural Resources Assessment.

- a) ***Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- 1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the California Department of Conservation Data Viewer, the Project site is not within an Alquist-Priolo Fault Zone as defined by the State of California in the Earthquake Fault Zoning Act.¹⁰ Therefore, the Project would not directly or indirectly cause potential substantial adverse effects involving rupture of a known earthquake fault.

Mitigation Measures: No mitigation measures are required.

- 2) ***Strong seismic ground shaking?***

Less Than Significant Impact. The Project site is located in a seismically active area that has historically been affected by moderate to occasionally high levels of ground motion. As a result, during the life of any potential site development, it is likely the Project site would experience moderate to occasionally high ground shaking from nearby fault zones, as well as some background shaking from other seismically active areas of the southern California region. Therefore, development of the Project site could expose people or structures to potential adverse effects as a result of strong seismic ground shaking. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. Prior to development of the site, a project Applicant would be required to conduct a Geologic Investigation to determine the geotechnical feasibility of the specific development being proposed at that time. Any

¹⁰ California Department of Conservation, *Data Viewer*, <https://maps.conservation.ca.gov/>, accessed August 17, 2020.

recommendations presented in the Geologic Investigation would be required to be incorporated into the design and construction of the future development. The Geologic Investigation would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors. Further, design of any proposed structures in accordance with the current California Building Code is anticipated to adequately mitigate concerns with ground shaking.

Pursuant to Gardena Municipal Code Chapter 15.04, *General Building Provisions*, the City has adopted the 2019 California Building Standards Code (CBSC), subject to certain amendments and changes, including amendments specific to seismic conditions. Future development would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the Geotechnical Investigation's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

3) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

The Project site is not mapped by the California Geologic Survey as being within a zone of potentially liquefiable soils.¹¹ Therefore, the potential for liquefaction-induced damage at the Project site is not considered likely and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) *Landslides?*

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Geologic hazards associated with landsliding are not anticipated as the Project site is not located within an area identified by the California Geologic Survey as having potential for seismic slope instability.¹² Further, the

¹¹ Ibid.

¹² Ibid.

Project site and surrounding area are relatively flat and do not contain any landforms capable of experiencing landslides.

Mitigation Measures: No mitigation measures are required.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. The Project site and surrounding area are relatively flat. As stated, development of the site is not currently proposed; however, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario with the remaining acreage maintained for casino parking. Grading and earthwork activities associated with future development of the Project site would expose soils to potential short-term erosion by wind and water. Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff Pollution Control*, requires the reduction of pollutants being discharged to the waters of the U.S. through the elimination of non-stormwater discharges to the municipal stormwater system; elimination of the discharge of pollutants into the municipal storm drain system; reduction of pollutants in stormwater discharges to the maximum extent practicable; and protection and enhancement of the quality of the waters of the U.S. consistent with the provisions of the Clean Water Act. Gardena Municipal Code Section 8.70.110, *Pollutant source reduction*, requires construction projects that disturb one or more acres of soil by grading, clearing, and/or excavating or other activities to obtain a general construction activity stormwater permit (GCAWSP) from the State Water Resources Control Board prior to issuance of a grading permit. Construction activities would be required to comply with the erosion and siltation control measures of the GCAWSP, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities to a less than significant level.

Additionally, in accordance with the Gardena Municipal Code Section 8.70.110, *Pollutant source reduction*, new development and redevelopment projects would be required to comply with post-construction runoff pollution reduction Best Management Practices (BMPs) implemented through the Standard Urban Water Management Plan (SUSMP). SUSMP conditions assigned by the City include low impact development (LID) BMPs; source control BMPs; and structural and nonstructural BMPs for specific types of uses. Development within the Project site would be required to implement BMPs to ensure proposed improvements, including ensuring any proposed landscaped areas would be maintained and properly irrigated to reduce the amount of potential soil erosion or the loss of top soil. Following compliance with the established regulatory framework identified in the Gardena Municipal Code regarding stormwater and runoff pollution control, potential impacts associated with soil erosion and the loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Refer to Responses 4.7(a)(3) and (a)(4) regarding the potential for liquefaction and landslides, respectively.

As stated, prior to development of the site, a project Applicant would be required to prepare a Geologic Investigation to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the Geologic Investigation would be required to be

incorporated into the design and construction of the proposed development. The Geologic Investigation would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors.

The Project would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the Geotechnical Investigation's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with a geologic unit or soil that is unstable or would become unstable at the Project site would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Less Than Significant Impact. The Project site is not located within a known area for having expansive soils. However, prior to development of the site, a project Applicant would be required to prepare a Geotechnical Investigation to confirm on-site geotechnical conditions, including the potential for expansive soils. The Geotechnical Investigation would determine the feasibility of constructing any proposed development and would provide recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors. Any recommendations presented in the Geologic Investigation would be required to be incorporated into the design and construction of the proposed development. Further, the Project would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the Geotechnical Investigation's recommendations. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with expansive soils that may occur at the Project site would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. Any development within the Project site would be required to connect to the City's existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures: No mitigation measures are required.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigation Incorporated. Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

The Project site is mapped entirely as middle to late Pleistocene older alluvium which was deposited between 500,000 and 11,700 years ago. These fluvial and flood plain deposits consist of layered poorly sorted, moderately well-indurated, slightly dissected, gravels to clays. The sediments were deposited by streams and rivers on canyon floors and in the flat flood plains of the area.

As part of the Cultural Resources Assessment, a records search of the Project area was obtained from the Natural History Museum of Los Angeles County. Additional records from the from the University of California Museum of Paleontology database, the PaleoBiology Database, and print sources were also searched for fossil records. No recorded paleontological localities producing vertebrate fossils were found within 1.0-mile of the Project area. Six localities are known from Pleistocene deposits between 1.5 and 3.0 miles and another 15 localities were found between 3.0 and 10.0 miles from the Project site. Extinct megafauna from these sites include ground sloth (†Paramylodon sp.), mastodon (†Mammuthus sp.), mammoth (†Mammuthus sp.), dire wolf (†Canis dirus), horse (†Equus sp.), two types of pronghorn antelope (†Capromeryx sp., †Breameryx sp.), camel (†Camelidae), and bison (†Bison sp.; Table 2). All of the fossils were a minimum of five feet deep in deposits mapped as late Pleistocene at the surface, while sediments with a Holocene component produced fossils starting at 11 feet deep.

A multilevel ranking system was developed by professional resource managers within the Bureau of Land Management (BLM) as a practical tool to assess the sensitivity of sediments for fossils. The Potential Fossil Yield Classification (PFYC) system has a multi-level scale based on demonstrated yield of fossils. The PFYC system provides additional guidance regarding assessment and management for different fossil yield rankings. Fossil resources occur in geologic units (e.g., formations or members). The probability for finding significant fossils in a project area can be broadly predicted from previous records of fossils recovered from the geologic units present in and/or adjacent to the study area. The geological setting and the number of known fossil localities help determine the paleontological sensitivity according to PFYC criteria.

Using the PFYC system, geologic units are classified according to the relative abundance of vertebrate fossils or scientifically significant invertebrate or plant fossils and their sensitivity to adverse impacts within the known extent of the geological unit. Although significant localities may occasionally occur in a geologic unit, a few widely scattered important fossils or localities do not necessarily indicate a higher PFYC value; instead, the relative abundance of localities is intended to be the major determinant for the value assignment.

The Project site is mapped entirely as middle to late Pleistocene older alluvium. A records search revealed that all of the fossils previously recovered within a 10-mile radius were a minimum of five feet deep in deposits mapped as late Pleistocene at the surface. Sediments with a Holocene component such as those of the study area produced fossils starting at five feet deep. As such, the Project sediments less than five feet below the modern surface are assigned a low potential for fossils (PFYC 2) due to the lack of fossils in

these deposits. Sediments more than five feet below the modern surface are assigned a moderate potential for fossils (PFYC 3) due to similar deposits producing fossils at that depth near to the study area.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. It is likely that excavation for purposes of utilities would occur at a depth of greater than five feet within the Project site. Based on fossils found in similar sediments nearby, paleontological monitoring is recommended for excavations more than five feet in depth into native sediments. Thus, Mitigation Measures GEO-1 would require a paleontological monitor to be at the site during ground disturbances occurring greater than 5.0 feet below the historic surface elevation in native sediments. Additionally, Condition of Approval (COA) GEO-1 would require Working Awareness and Environmental Program (WEAP) Training by a qualified vertebrate paleontologist for construction personnel involved in ground disturbing activities and COA GEO-2 would address potential impacts to paleontological resources that may be discovered during ground disturbing activities. COA GEO-2 details the appropriate steps in the event paleontological resources are encountered during ground disturbing activities, including the requirement for all work within a 25-foot radius of a find to be halted and a professional vertebrate paleontologist be contacted to evaluate the find. The significance of the find would be evaluated and if determined to be significant, the paleontologist would determine any additional work, such as data recovery excavation, that would be warranted, prior to construction activities resuming. With the implementation of Mitigation Measures GEO-1 and COA GEO-1 and GEO-2, the potential for development within the Project site to directly or indirectly destroy a unique paleontological resource or site of unique geologic feature would be reduced to less than significant.

COA GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Gardena Community Development Department.

COA GEO-2: If fossils or fossil bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt and the professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

Mitigation Measures:

GEO-1: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances greater than 5.0 below the historic surface elevation in native sediments. Auguring, potholing, and pile driving activities do not need to be monitored as these activities are unlikely to produce significant fossil because information about formation, depth, or context is impossible to discern. Should similar activities be planned, the qualified paleontologist shall be consulted prior to commencement so they may determine if that activity requires monitoring.

4.8 Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Existing Setting

Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Solar radiation enters Earth’s atmosphere from space, and a portion of the radiation is absorbed by the Earth’s surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO₂, CH₄, and N₂O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial sector (California Energy Commission, 2020).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 424 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2019 (California Energy Commission, 2019). Given that the U.S. EPA estimates that worldwide emissions from human activities totaled nearly 46 billion gross metric tons of carbon dioxide equivalents (BMTCO₂e) in 2010, California’s incremental contribution to global GHGs is approximately 2% (U.S. EPA, 2014).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2014, accounting for 41% of total GHG emissions in the state. This category was followed by the industrial sector (24%), the electricity generation sector (including both in-state and out of-state sources) (15%) and the agriculture sector (8%) (California Energy Commission, 2016).

Regulatory Setting

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to Assembly Bill (AB) 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24" were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy, mainly due to solar photovoltaic panels and lighting upgrades, when compared to those constructed under 2016 Title 24 standards.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2020.

Senate Bill 3

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted

regulations. The Scoping Plan contains the main strategies California will implement to reduce CO₂eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million MTCO₂eq under a business as usual (BAU) scenario. This is a reduction of 42 million MTCO₂eq, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, industrial, commercial, and residential). CARB used three-year average emissions, by sector, from 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce projected 2020 BAU emissions to 1990 levels, as required by AB 32.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The 2014 Scoping Plan did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

In December 2017, CARB approved the California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan). This update focused on implementation of a 40-percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this, the 2017 Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- **More Clean Cars and Trucks:** The 2017 Scoping Plan establishes far-reaching programs to incentivize the sale of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight Statewide.
- **Increased Renewable Energy:** California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utility providers to 50 percent renewables, as required under SB 350.
- **Slashing Super-Pollutants:** The 2017 Scoping Plan calls for a significant cut in super-pollutants, such as CH₄ and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- **Cleaner Industry and Electricity:** California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- **Cleaner Fuels:** The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- **Smart Community Planning:** Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

- Improved Agriculture and Forests: The 2017 Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Gardena Climate Action Plan

The City of Gardena, along with the South Bay Cities Council of Governments (SBCCOG), developed a Climate Action Plan (CAP) to reduce GHG emissions within the City. The City of Gardena CAP (December 2017) serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP includes a GHG emissions inventory as well as the following reduction targets for community-wide emissions: 15 percent of 2005 levels by 2020 and 49 percent of 2005 levels by 2035. The CAP outlines GHG reduction measures for various sectors, including transportation, land use, energy efficiency, solid waste, urban greening, and energy generation and storage. Reduction measures include accelerating the market for electric vehicles, encouraging alternative transportation choices, increasing energy efficiency in existing buildings, reducing energy consumption, increasing solid waste diversion, and supporting energy generation in the community.

The implementation of CAP emissions reduction measures would achieve the reduction target for 2020 and 2035. In the coming years, as the CAP is reviewed and revised, measures will be implemented to achieve the 2035 target. The CAP includes monitoring and a target for tracking progress with re-inventorying at later dates.

A critical aspect of having a CAP that fits the criteria within CEQA Guidelines Section 15183.5 is to have reduction targets that align with Statewide goals. The CAP's 2020 and 2035 reduction targets (i.e., below baseline emission levels) parallel the State's commitment to reducing GHG emissions under AB 32. However, it proceeds even further by identifying targets that are specific to the City's geographic location as well as activity types and their associated sources. Therefore, because the CAP's 2020 and 2035 targets align with the Statewide goal for 2020 (i.e., achieving 1990 levels), the CAP is consistent with AB 32. Through 2035, the CAP is a qualifying plan under CEQA Guidelines Section 15183.5.

Thresholds of Significance

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section

15064(h)(3)).^{13,14} A project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**
- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

Less Than Significant Impact With Mitigation Incorporated. Potential development of a hotel and restaurant within the Project site would generate GHGs during the construction and operational phases of the Project. The Project’s primary source of construction-related GHGs would result from emissions of CO₂ associated with Project construction and worker vehicle trips; refer to Table 4.8-1, Construction GHG Emissions (Metric Tons/Year). Additionally, the Project would require limited grading, and would also include site preparation, building construction, and architectural coating phases.

**Table 4.8-1
 Construction GHG Emissions (Metric Tons/Year)**

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
2021	0	353.0	353.0	<0.1	0	354.1
Maximum	0	353.0	353.0	<0.1	0	354.1

Source: CalEEMod version 2016.3.2

As shown in Table 4.8-1, Project construction-related activities would generate a maximum of approximately 354 MTCO₂e of GHG emissions in a single year, or approximately 354 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the Project’s lifetime (assumed to be 30 years), then added to the operational emissions.¹⁵ The amortized Project construction emissions would be approximately 12 MTCO₂e per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project’s operational vehicle trips and building energy (electricity and natural gas) usage; refer to Table 4.8-2, Operational GHG Emissions 2021 (Unmitigated Metric Tons/Year). Other sources of GHG emissions would be minimal.

¹³ California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf.
¹⁴ State of California Governor’s Office of Planning and Research, *Transmittal of the Governor’s Office of Planning and Research’s Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>
¹⁵ The Project lifetime is based on SCAQMD’s standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

**Table 4.8-2
Operational GHG Emissions 2021 (Unmitigated Metric Tons/Year)**

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0	<0.1	<0.1	<0.1	0	<0.1
Energy	0	883.6	883.6	<0.1	<0.1	888.1
Mobile	0	2,268.0	2,268.0	0.1	0	2,271.3
Waste	25.7	0	25.7	1.5	0	63.7
Water	1.5	17.4	18.9	0.2	<0.1	23.9
Total	27.2	3,169.0	3,196.2	1.8	<0.1	3,246.9

Source: CalEEMod version 2016.3.2

As shown in [Table 4.8-2](#), Project unmitigated operational GHG emissions would total approximately 3,247 MTCO₂e annually. Combined with construction-related GHG emissions (12 MTCO₂e), Project GHG emissions would total approximately 3,259 MTCO₂e annually, which would exceed SCAQMD’s proposed GHG threshold of 3,000 MTCO₂e per year. However, with implementation of Mitigation Measure TRA-1, which requires transit subsidies to hotel employees, Project GHG emissions would be reduced; refer to [Table 4.8-3, Operational GHG Emissions 2021 \(Mitigated Metric Tons/Year\)](#).

**Table 4.8-3
Operational GHG Emissions 2021 (Mitigated Metric Tons/Year)**

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0	<0.1	<0.1	<0.1	0	<0.1
Energy	0	883.6	883.6	<0.1	<0.1	888.1
Mobile	0	1,896.7	1,896.7	0.1	0	1,900.0
Waste	25.7	0	25.7	1.5	0	63.7
Water	1.5	17.4	18.9	0.2	<0.1	23.9
Total	27.2	2,797.7	2,824.9	1.8	<0.1	2,875.2

Source: CalEEMod version 2016.3.2

As shown in [Table 4.8-3](#), Project mitigated operational GHG emissions would total approximately 2,875 MTCO₂e annually, and combined with construction-related GHG emissions, would total approximately 2,887 MTCO₂e annually.^{16,17} Therefore, the proposed Project would not exceed the SCAQMD’s proposed

¹⁶ The analysis includes implementation of Mitigation Measure TRA-1, which requires the provision of transit subsidies to hotel employees.

¹⁷ It should be noted that although it is anticipated that a sit-down high turnover restaurant is the most likely type of restaurant that would be developed within the Project site, for analysis purposes the Transportation Memorandum uses the trip generation rate for a drive-thru restaurant, as a drive-thru restaurant would generate higher trips by comparison. Therefore, the analysis is conservative in utilizing the higher trip generate rate and it is likely vehicle trips and associated GHG emissions would be less than identified within this Initial Study.

GHG threshold of 3,000 MTCO₂e per year with implementation of Mitigation Measure TRA-1; refer to [Section 4.17, Transportation](#).¹⁸ In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

Consistency with Applicable GHG Plans, Policies, or Regulations

Gardena Climate Action Plan Consistency

As stated, the CAP's 2020 and 2035 reduction targets (i.e., below baseline emission levels) parallel the State's commitment to reducing GHG emissions under AB 32. Through 2035, the CAP is a qualifying plan under CEQA Guidelines Section 15183.5. In the coming years, as the CAP is reviewed and revised, measures will be implemented to achieve the 2035 target. The CAP includes monitoring and a target for tracking progress with re-inventorying at later dates. As demonstrated in [Table 4.6-3](#), the Project would be consistent with the City's CAP.

2017 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013 Scoping Plan). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

[Table 4.8-4, *Project Consistency with the 2017 Scoping Plan*](#), summarizes the Project's consistency with applicable policies and measures of the 2017 Scoping Plan. As indicated in [Table 4.8-4](#), the Project would not conflict with any of the provisions of the 2017 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

¹⁸ On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

**Table 4.8-4
 Project Consistency with the 2017 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance.</u> Approximately 15 percent of California’s major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict.</u> The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2018, 31 percent of SCE’s electricity came from renewable resources. ² By 2030 SCE plans to achieve 80 percent carbon-free energy. ³
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance.</u> The Project is required to meet the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards. Gardena Municipal Code, Chapter 15.04, <i>General Building Provisions</i> , adopts by reference California Building Standards Code Title 24 in their entirety, subject to amendments and changes.

Table 4.8-4 (continued)
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> The Project construction plans would be required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with 2019 Title 24 Section 401.2, Filters.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> The Project would meet this requirement as part of its compliance the CALGreen Code. Further, Gardena Municipal Code Section 15.04.060, <i>Amendment of Part 11, California Building Standards Code</i> , requires new hotels and motels to provide electric vehicle (EV) spaces capable of supporting future installation of electric vehicle supply equipment (EVSE) and electric vehicle charging stations (EVCS) and requires a greater number of EV spaces and EVCS.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.

Table 4.8-4 (continued)
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state’s Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent.</u> As demonstrated in <u>Table 4.8-5</u> , the Project would comply with the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS), and therefore, the Project would be consistent with SB 375.
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	<u>Mandatory Compliance.</u> Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent.</u> Refer to the discussion under 2019 Title 24 Building Standards Code and CALGreen Code, above. Also, refer to <u>Section 4.10, Hydrology and Water Quality.</u>

**Table 4.8-4 (continued)
Project Consistency with the 2017 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance</u> . The Project would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.
Notes: 1. California Air Resources Board, <i>California’s 2017 Climate Change Scoping Plan</i> , Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 2. California Energy Commission, <i>2018 Power Content Label Southern California Edison</i> , https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf , accessed June 24, 2020. 3. Southern California Edison, <i>The Clean Power and Electrification Pathway</i> , https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf , accessed June 24, 2020. 4. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i> , Appendix Volume I, August 15, 2013.		

2016-2040 RTP/SCS Consistency

At the regional level, the 2016-2040 RTP/SCS is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project’s consistency with the 2016-2040 RTP/SCS, the Project’s land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 4.8-5, Project Consistency with the 2016-2040 RTP/SCS, analyzes the Project’s consistency with the actions and strategies set forth in the 2016-2040 RTP/SCS. As indicated in Table 4.8-5, the Project would be consistent with the 2016-2040 RTP/SCS.

**Table 4.8-5
Project Consistency with the 2016-2040 RTP/SCS**

Sector/Source	Category/Description	Consistency Analysis
Land Use Strategies		
Focus new growth around transit.	Local Jurisdictions	<u>Consistent</u> . The Project proposes development within a high-quality transit area. The Project is located adjacent to Rosecrans Avenue, which is served by frequent transit routes with a bus stop located at Rosecrans Avenue and Budlong Avenue.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG; Local Jurisdictions	<u>Consistent</u> . The Complete Communities strategy supports the creation of mixed-use districts through a concentration of activities with housing and employment located in close proximity to each other. The proposed Project would support this strategy by providing infill commercial development within walking distance to existing residential and other commercial uses. Neighborhood Mobility Areas provide sustainable transportation options to make short trips within urban neighborhoods. The Project would support this strategy by being located within walking distance (i.e. 0.25-mile) to a variety of uses, including residential, retail, and restaurants.
Transportation Strategies		
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions; Local Jurisdictions	<u>Not Applicable</u> . This strategy applies to public agencies that govern transportation facilities and transportation programs.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG; Local Jurisdictions	<u>Not Applicable</u> . This action/strategy is directed at regional and local agencies, and not at individual development projects.
Source: Southern California Association of Governments, <i>2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</i> , Chapter 5: The Road to Greater Mobility and Sustainable Growth, April 2016.		

As indicated above, the Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the 2017 Scoping Plan and 2016-2040 RTP/SCS. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

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4.9 Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with

a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking.

Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction activities associated with future development of the site may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Hotel and restaurant land uses do not typically involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping. The quantities of these materials would not typically be at an amount that would pose a significant hazard to the public or the environment. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with future Project-site operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. One of the means through which human exposure to hazardous substance could occur is through accidental release. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. Human exposure of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

During construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluids used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and

minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Construction activities could also result in accidental conditions involving on-site contamination. Incidents that result in an accidental release of hazardous substance into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure. The Project site is currently paved and used for parking; there are no structures located on the site. A review of historical aerials indicates the site has historically been used for parking since at least 1994. As noted in Response (d), below, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Development of the Project site would not create a significant hazard to the public or the environment associated with accidental release of hazardous materials.

As stated, the Project anticipates potential development of a hotel and restaurant use within a portion of the Project site. The remainder of the site would continue to provide surface parking to the adjacent casino. Due to the nature of hotel and restaurant uses, substantial use of hazardous materials as part of long-term operations are not anticipated. As discussed above, the use of hazardous materials and substances would involve minimal amounts of cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping. Additionally, a hotel and restaurant would not result in significant transport, use or disposal of hazardous materials. The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The Project site is not located within 0.25-mile of an existing or proposed school. The closest schools to the Project site are Amestoy Elementary School and 135th Street Elementary School, located approximately 0.4-mile and 0.5-mile from the Project site, respectively. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school.

Mitigation Measures: No mitigation measures are required.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. Government Code Section 65962.5, commonly referred to as the “Cortese List”, requires the DTSC and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels

of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. The Project site is not included on any of the data resources identified as meeting the Cortese List requirements.¹⁹ Therefore, the Project site has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Mitigation Measures: No mitigation measures are required.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact. The Project site is not located within an airport land use plan, nor is the Project site located within two miles of a public airport or public use airport. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

Mitigation Measures: No mitigation measures are required.

f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact. The City of Gardena Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The City's EOP establishes the emergency organization, assigns tasks, and specifies policies and general procedures. The EOP is designed to include Gardena in the overall California Standardized Emergency Management System (SEMS), which provides a framework for coordinating multi-agency responses in the case of emergencies. In the event of an emergency, first responders would coordinate any emergency response or emergency evacuation activities within the City.

The Project site is accessible from Rosecrans Avenue, Budlong Avenue, and 141st Street with primary access currently provided from Rosecrans Avenue. As stated, development of the site is not currently proposed. However, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario. Development would likely occur within the western portion of the Project site with primary access occurring from Rosecrans Avenue and secondary access from Budlong Avenue. Thus, these roadways would continue to provide primary evacuation and emergency access within the area. Development within the Project site would not be allowed to place any permanent physical barriers on the adjacent roadways. There is the potential that traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during future construction activities. However, any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. Further, any lane closures would be

¹⁹ California Department of Toxic Substances Control, EnviroStor, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Sacramento&tour=True>, accessed September 2, 2020.

temporary and emergency access to the Project site and surrounding area would be required to be maintained along adjacent roadways at all times.

As site-specific development is not currently proposed, it is unknown if the potential development of a portion of the site with a hotel and restaurant would involve the removal of existing driveways or the construction of new driveway or any associated improvements, such as curb, gutter, and sidewalks. The Applicant of any proposed development within the Project site would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. The Los Angeles County Fire Department (LACFD) would review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that construction and operation would not impair implementation of or physically interfere with the City's EOP or emergency evacuation plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is located within an urbanized area. The Project site and surrounding area are not within or located adjacent to any wildlands or areas identified as being at risk of wildland fires. Therefore, the potential development of a portion of the Project site with a hotel and restaurant would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation Measures: No mitigation measures are required.

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4.10 Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			X	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
4) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact.

Short-Term Construction

Short-term construction activities associated with development within the Project site could impact water quality. Sources of potential construction-related storm water pollution include handling, storage, and disposal of construction materials containing pollutants; maintenance and operation of construction equipment; and site preparation activities, such as excavation, grading and trenching. These sources, if not controlled, can generate soil erosion and on- and off-site transport via storm run-off or mechanical equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the Project site are also common sources of storm water pollution and soil contamination. Implementation of the proposed Project has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, and sanitary wastes, fuel, and lubricants. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of storm water by these materials. These types of standard procedures can be extended to non-hazardous storm water pollutants such as sawdust, concrete washout, and other wastes.

Grading activities would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed, and secondly, the Project site should be secured to control off-site transport of pollutants. In order to reduce the amount of on-site exposed soil, grading would be limited to the extent feasible, and any graded areas would be protected against erosion once they are brought to final grade. Furthermore, development within the Project site would be required to comply with the Construction General National Pollutant Discharge Elimination System (NPDES) Permit and the City of Gardena Municipal Code.

Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. For purposes of this analysis, development of a hotel and restaurant within approximately two acres (one acre each) of the 4.59-acre site are considered as a likely development scenario, and therefore would be subject to the General Permit. To obtain coverage under the General Permit, dischargers are required to file with the State Water Resources Control Board (SWRCB) the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed measures required by the General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

Site development would also be subject to Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff Pollution Control*. Chapter 8.70 is intended to reduce the quality of pollutants being discharged to the waters of the United States through: the elimination of non-stormwater discharges to the municipal

stormwater system; the elimination of discharge of pollutants into the municipal storm drain system; the reduction of pollutants in stormwater discharges to the maximum extent practicable; the protection and enhancement of the quality of the waters of the United States in a manner consistent with the provisions of the Clean Water Act. Section 8.70.110, *Pollutant Source Reduction*, states that no grading permit shall be issued to construction projects disturbing one or more acres of soil without obtaining a General Construction Activity Stormwater Permit (GCASP) from the SWRCB.

Compliance with the NPDES and Gardena Municipal Code requirements would ensure construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality, resulting in a less than significant impact.

Long-Term Operations

The City of Gardena discharges pollutants from its municipal separate storm sewer (drain) systems (MS4s). Stormwater and non-stormwater are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075 (NPDES Permit No. CAS004001, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4*).²⁰

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all “New Development” and “Redevelopment” projects subject to the Order. New development and redevelopment projects/activities subject to Los Angeles County’s LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area and new restaurants with 5,000 square feet or more of surface area. The Project anticipates approximately 2.0 acres of the 4.59-acre site could be developed with a hotel (1.0 acre) and restaurant (1.0 acre) and therefore would be required to comply with the Los Angeles’s County LID Ordinance.

As stated, Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff Pollution Control*, establishes the requirements to protect water quality. Section 8.70.110, *Pollutant Source Reduction*, requires new development and redevelopment projects subject to the MS4 permit to comply with post-construction runoff pollution reduction Best Management Practices (BMPs) implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP requires low impact development (LID) BMPs; source control BMPs and structural and nonstructural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific structural controls are also required to address pollutant discharges from certain uses including but not limited to restaurants, industrial and commercial facilities, and parking lots. The SUSMP would be required to be submitted to the City for review and approval and incorporated into future site plans.

²⁰ State Water Resources Control Board, Phase I MS4 Permits, Region 4, County of Los Angeles and the Incorporated Cities Therein except the City of Long Beach – Order No. R4-2012-0175 as amended by WQ Order 2015-0075, https://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_i_municipal.html, accessed June 23, 2020.

Compliance with NPDES and Gardena Municipal Code requirements, which include implementation of LID BMPs, Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Gardena receives water from Golden State Water Company (GSWC). The City, including the Project site, is located within GSWC's Southwest Customer Service Area, which serves approximately 55,000 customers. Water delivered to the Southwest System is a blend of groundwater pumped from the West and Central Coast Groundwater Basins and imported water from the Colorado River Aqueduct and State Water Project (imported and distributed by Metropolitan Water District of Southern California).²¹

The Southwest System receives its water supplies from imported water, GSWC operated groundwater wells, and recycled water. Imported water is purchased from the Central Basin Municipal Water District (CBMWD) and the West Basin Municipal Water District (WBMWD), which obtain their imported water supplies from the Metropolitan Water District of Southern California (Metropolitan). Water imported from CBMWD and WBMWD is delivered to the Southwest System through 13 connection with a combined capacity of 83,304 acre-feet per year (AFY). In 2015, the Southwest System imported water supplies were 21,024 acre-feet (AF).

Groundwater is supplied by two active, GSWC-owned wells in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (commonly referred to as the Central Basin), and 10 active, GSWC-owned wells in the West Coast Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (commonly referred to as the West Coast Basin). According to the GSWC 2015 Urban Water Management Plan – Southwest (UWMP), groundwater pumping for the Southwest System in 2015 totaled 5,915 AF, with 430 AF from the Central Basin and 5,484 AF from the West Coast Basin. Both the Central and West Coast Basins are adjudicated and are therefore subject to a maximum allowed pumping allocation for groundwater extraction across the entire Basins; refer to Response 4.10 (e) regarding groundwater management.

As discussed in Response 4.10 (e), the Project's water demand would total approximately 15.9 acre-feet per year (AFY). As stated, the Southwest area receives its water from imported water, groundwater and recycled water. Thus, the Project would not rely entirely on groundwater supplies. According to the UWMP, GSWC maintains an allocation of 16,439 AFY from the Central Basin and 7,502 AFY from the West Basin. The adjudicated basins would continue to be subject to the maximum allowed pumping allocation for groundwater extraction. Continued diligence by the pumpers is expected to ensure the reliability of the Central and West Coast Basins groundwater supplies. Therefore, the Project would not substantially deplete groundwater supplies.

The Project site is almost entirely paved. Development of a portion of the Project site with a hotel and restaurant is not anticipated to significantly increase the impervious area when compared to existing

²¹ Golden State Water Company, *Southwest*, <https://www.gswater.com/southwest>, accessed June 23, 2020.

conditions. The site does not currently provide significant groundwater recharge. Therefore, the Project would not interfere substantially with groundwater recharge and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- 1) *Result in substantial erosion or siltation on- or off-site?***
- 2) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***
- 3) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***
- 4) *Impede or redirect flood flows?***

Less Than Significant Impact. Refer to Response 4.10(a) regarding potential impacts involving erosion and water quality.

There are no streams or rivers near the Project site. The Project site is primarily paved and future development within the Project site would not result in substantial alteration of existing draining patterns that would result in flooding on- or off-site. Although site-specific development is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario. Development of the site with a hotel and restaurant would not increase impervious surfaces since the site is currently a parking lot and runoff would continue to be collected and directed toward the City's existing storm drain system, which would continue to have adequate capacity to serve potential development. Any potential development would be required to comply with all Gardena Municipal Code requirements for site drainage and water quality; refer to Response 4.10(a). Therefore, development of a hotel and restaurant would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the Federal Emergency Management Agency, Flood Insurance Rate Map, the Project site is located within an area of minimal flood hazard.²² Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding.

²² Federal Emergency Management Agency, Flood Insurance Rate Map 06037C1795F, effective September 26, 2008, <https://msc.fema.gov/portal/home>, accessed August 24, 2020.

Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is approximately 7.0 miles inland of the Pacific Ocean and there are no large bodies of standing water near the Project site. As a result, tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water. The Project site is not located within a flood hazard, tsunami or seiche zones potentially resulting in a release of pollutants due to Project Inundation; impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.10(a), above regarding water quality. As discussed above, the Southwest System is supplied by two active, GSWC-owned wells in the Central Subbasin, and 10 active, GSWC-owned wells in the West Coast Subbasin. GSWC monitors well capacity, status, and water quality. In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.²³ Under the SGMA the Central Basin and West Coast Basin are exempted from the requirement to form a Groundwater Sustainability Agency since they are adjudicated basins.²⁴

According to the UWMP, the Central Basin adjudication limit (total of the allowed pumping allocations [APA] of each party) for groundwater extraction across the entire basin is 217,367 AFY. GSWC maintains an APA of 16,439 AFY. GSWC's APA is shared between all of their systems that extract groundwater from the Central Basin. GSWC reports total groundwater extractions (on a per-well basis) to the Watermaster. Three agencies, Los Angeles County Department of Public Works (LACDPW), Water Replenishment District of Southern California (WRDSC), and CBMWD, work with the water producers to ensure that the APA is available to the pumpers in the Central Basin. The West Coast Basin adjudication limit for groundwater extraction across the entire basin is 64,468 AFY. GSWC maintains legal rights to 7,502 AFY. GSWC reports monthly groundwater extractions (on a per-well basis) to the Watermaster.

Groundwater pumping for the Southwest System in 2015 totaled 5,915 AF, with 430 AF from the Central Basin and 5,484 AF from the West Coast Basin, which is less than the allocation of 16,439 AFY from the Central Basin and 7,502 AFY from the West Basin. As GSWC's groundwater rights are adjudicated, the Project would not conflict with or exceed groundwater supplies or management of the groundwater basins.

In 2015, actual water demand for commercial uses equaled 4,133 AFY. The UWMP utilizes Southern California Association of Governments (SCAG) growth projections to project population, household, and employment for the Southwest System. The UWMP anticipates employment growth of six percent from 2008 to 2035, which equates to an annual employment growth rate of 0.2 percent. UWMP Table 4-2

²³ California Department of Water Resources, *SGMA Groundwater Management*, <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>, accessed July 10, 2020.

²⁴ Golden State Water Company, *2015 Urban Water Management Plan – Southwest*, September 2016.

projects water demand for commercial uses within the Southwest System to be 4,724 AFY in 2020 and 4,882 AFY by 2035 and total water demand of 32,271 AFY in 2020 and 33,545 by 2035.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of a portion of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. The potential development would generate a water demand of approximately 15.9 AFY, which would be within the commercial water demand growth projections for the Southwest System. It should be noted that the UWMP uses SCAG growth projections to determine water demand and needed supplies. Because SCAG growth projections are based in part on growth identified in local General Plans, growth associated with development of the Project site based on its General Plan land use designation has been anticipated by the growth forecasts. Although the Project proposes a General Plan Amendment to redesignate the property as General Commercial with a Mixed-Use Overlay, development of the Project site has been anticipated by the General Plan and therefore has been anticipated with in the UWMP. Further, as discussed in [Section 4.14, Population and Housing](#), the Project is not anticipated to generate significant population growth within the City.

The Water Conservation Act of 2009 (SBX7-7) requires increased emphasis on water demand management and requires the State to achieve a 20 percent reduction in urban per capita water use by December 31, 2020; reporting began with the 2010 UWMP. Retail urban water suppliers are required to report their Baseline Daily Per Capita Water Use (Baseline GPCD), 2015 interim Urban Water Use Target, 2020 Urban Water Use Target, and Compliance Daily per Capita Water Use. UWMP Table 5-2, shows the compliance water use target for the GSWC Southwest System as 121 GPCD. The Interim Water Use Target for 2015 is set as a halfway point between the Base Daily Water Use GPCD and the 2020 Compliance Water Use Target GPCD and is 124 GPCD. The Southwest System's water use in 2015 was 87 GPCD, well below the SBX7-7 2015 interim target of 124 GPCD and the 2020 target of 121 GPCD. GSWC anticipates continuing to meet its 2020 target through current and future Demand Management Measures.

The Project's water demand, if solely taken from groundwater resources, would represent 0.066 percent of the Southwest Systems total 2015 groundwater supply and 0.3 percent of the total groundwater pumped by the Southwest System in 2015. Furthermore, the City would continue to comply with SBx7-7 requirements, which aim to reduce urban water usage. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.11 Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

No Impact. The Project site is currently improved and provides surface parking for the adjacent casino. A church and residential uses are located to the north. Residential uses are located to the south and west, across Rosecrans Avenue and Budlong Avenue, respectively. Commercial uses are also located south of Rosecrans Avenue and to the east of the Project site. The Project proposes a GPA and ZC to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. For purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario. The remainder of the site would be maintained as surface parking for the adjacent casino. The Project would not involve any roadways or significant infrastructure systems that would physically divide the site or separate the site from surrounding uses. Future development of the site with a hotel and restaurant would provide a continuation of commercial uses that occur within the surrounding area. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. According to the City of Gardena Land Use Map (General Plan Land Use Element Figure LU-2), the Project site is designated Medium Density Residential and High Density Residential. The Medium Density Residential designation is intended to provide a quality multiple-family living environment. This category is implemented by the Low Density Multiple Family Residential (R-2) and Medium Density Multiple-Family Residential (R-3) zones. It typically includes lower density multi-unit residential development of up to 17 units per acre. The High Density Residential land use designation provides for a high quality, compact, multiple family living environment. This category is implemented by the High Density Multiple Family Residential (R-4) zone and consists of two to three story multi-unit buildings which must have a minimum density of 20 units per acre.

The Project proposes a GPA and ZC to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for

commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. The Mixed-Use Overlay permits residential development designated for Commercial and Industrial land uses. The purpose of this land use designation is to allow greater flexibility of development alternatives, especially attractive higher density residential development in appropriate areas that are experiencing both physical and economic blight.

Although a specific development is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remainder of the site would be maintained as surface parking for the casino. Restaurants are permitted uses and hotels are conditionally permitted uses within the C-3 zone. A project Applicant would be required to file an application for a conditional use permit (CUP) for consideration of a hotel at the Project site. Gardena Municipal Code Chapter 18.46, *Conditional Use Permits*, identifies uses subject to a conditional use permit (CUP). A hotel within the C-3 zone may be conditionally permitted provided it meets certain requirements including, but not limited to, minimum lot area, lot width and depth, and setbacks, as well as landscaping. Applicants are also required to prepare a parking demand/traffic impact study and market analysis/financial feasibility study. Gardena Municipal Code Section 18.46.040, *Procedure*, establishes the procedures for obtaining CUPs. In considering a CUP, several factors are required to be considered by the City including the nature of the proposed use; compatibility of the proposed use with the surrounding area and land uses; distance between the proposed use and residential areas, schools, houses of worship, and parks; number of similar uses in the surrounding area and the distances between such uses and the proposed use; input of persons residing in the community regarding the proposed use and the community opposition; cumulative effect of the proposed use; and whether the proposed use would be detrimental the health, safety, peace, morals, comfort and general welfare of the community or to property or improvements in the neighborhood, as well as other factors deemed relevant. In granting a CUP, specific findings are required to be made including, but not limited to, that the use is necessary or desirable and is compatible with surrounding uses, is in harmony with the General Plan, is not detrimental to the surrounding properties, existing uses or uses permitted in the zone; and the site is adequate to accommodate the development requirements.

Additionally, potential development of the site with a hotel and restaurant would be subject to the requirements of Gardena Municipal Code Section 18.32.020, *Property development standards*, which addresses development within the proposed C-3 zone. Section 18.32.020 establishes standards for development including, but not limited to, lot area and dimensions, building height, setbacks, landscaping, signs, and off-street parking and loading. Additionally, the Project would be required to comply with Gardena Municipal Code Chapter 18.42, *General Provisions*, which addresses landscape regulations, refuse enclosures, enclosure of mechanical equipment, and security and lighting plans, amongst others. Gardena Municipal Code Chapter 18.44, *Site Plan Review*, requires site plans be submitted for any development project requesting a CUP or other discretionary permit. As stated, a CUP would be required for consideration of a hotel at the Project site. In accordance with Gardena Municipal Code Section 18.44.030, *Factors for approval*, the Site Plan would only be approved (or conditionally approved) after finding that the proposed development, including the uses and the physical design of the development, is consistent with the intent and general purpose of the Gardena General Plan and provisions of the Gardena Municipal Code.

Proposed development of a hotel and restaurant would be reviewed for consistency with the City's General Plan and Zoning to ensure the proposed development would not conflict with any land use plan,

policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

It should be noted that the City is currently in the process of revising their development standards specific to amenity hotels. The proposed amendments to the General Plan and Zoning text would undergo separate environmental review. If approved, amenity hotels within specific zones (including the C-3 zone) and meeting specific standards, such as minimum lobby and room size, would be a permitted use and a CUP, including the requirement to provide a parking demand/traffic impact study and market analysis/financial feasibility study, would not be required. At this time, development of a hotel and restaurant at the site is being considered as a likely development scenario; however, a specific development project is not currently proposed. Any future application for development would be reviewed and considered based on the use being proposed and the applicable development standards of the Gardena Municipal Code in place at that time.

Mitigation Measures: No mitigation measures are required.

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4.12 Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area’s known or inferred mineral potential. According to the Gardena General Plan, the State Division of Mines and Geology has not designated any lands within the City as a State classified mineral resources deposit area. In addition, no areas within the City are designated for mineral resources extraction.

Mitigation Measures: No mitigation measures are required.

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4.13 Noise

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

This section is based on the *141st Street GPA and ZC Project Noise Impact Study* (Noise Study), prepared by MD Acoustics, dated September 2, 2020 and included in its entirety as [Appendix D, Noise Study](#).

FUNDAMENTALS OF NOISE

Sound, Noise, Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. Noise is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its frequency (pitch) and its amplitude (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.0000000001) of normal atmospheric pressure. Sound pressure level (SPL or Lp) is used to

describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 PM to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such

enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90 and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2–3 axle) and heavy truck percentage (4 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds, and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source

at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact how far sound can travel.

GROUND-BORNE VIBRATION FUNDAMENTALS

Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

- PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.
- RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude.
- VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along

an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

EXISTING NOISE ENVIRONMENT

Stationary Sources

Stationary noise sources within the Project site and vicinity are primarily those associated with surface parking, loading/unloading activities, and mechanical equipment (e.g., heating ventilation and air condition [HVAC] equipment). The noise associated with these sources and other nearby sources may represent a single-event noise occurrence or short-term noise.

Noise Measurements

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. Three short-term noise measurements and one long-term noise measurement were conducted at the Project site and are illustrated in Exhibit 4.13-1, Noise Measurement Locations. The short-term noise measurements measured the 1-hour Leq, Lmin, Lmax and other statistical data (e.g. L2, L8); refer to Table 4.13-1, Short-Term Noise Measurement Data (dBA). As indicated in Table 4.13-1, ambient noise levels range between 51.5 and 74.7 dBA Leq.

Table 4.13-1
Short-Term Noise Measurement Data (dBA)

Location	Date	Start Time ¹	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Site 1	6/18/2020	7:23 AM	74.7	103.6	51.5	82.4	77.8	73.6	67.5
Site 2	6/18/2020	7:39 AM	62.8	77.5	53.0	70.1	67.1	63.4	60.0
Site 3	6/18/2020	7:53 AM	51.5	62.0	44.4	57.5	55.2	52.0	49.6
Notes:									
1. Measurements taken over a ten-minute interval.									

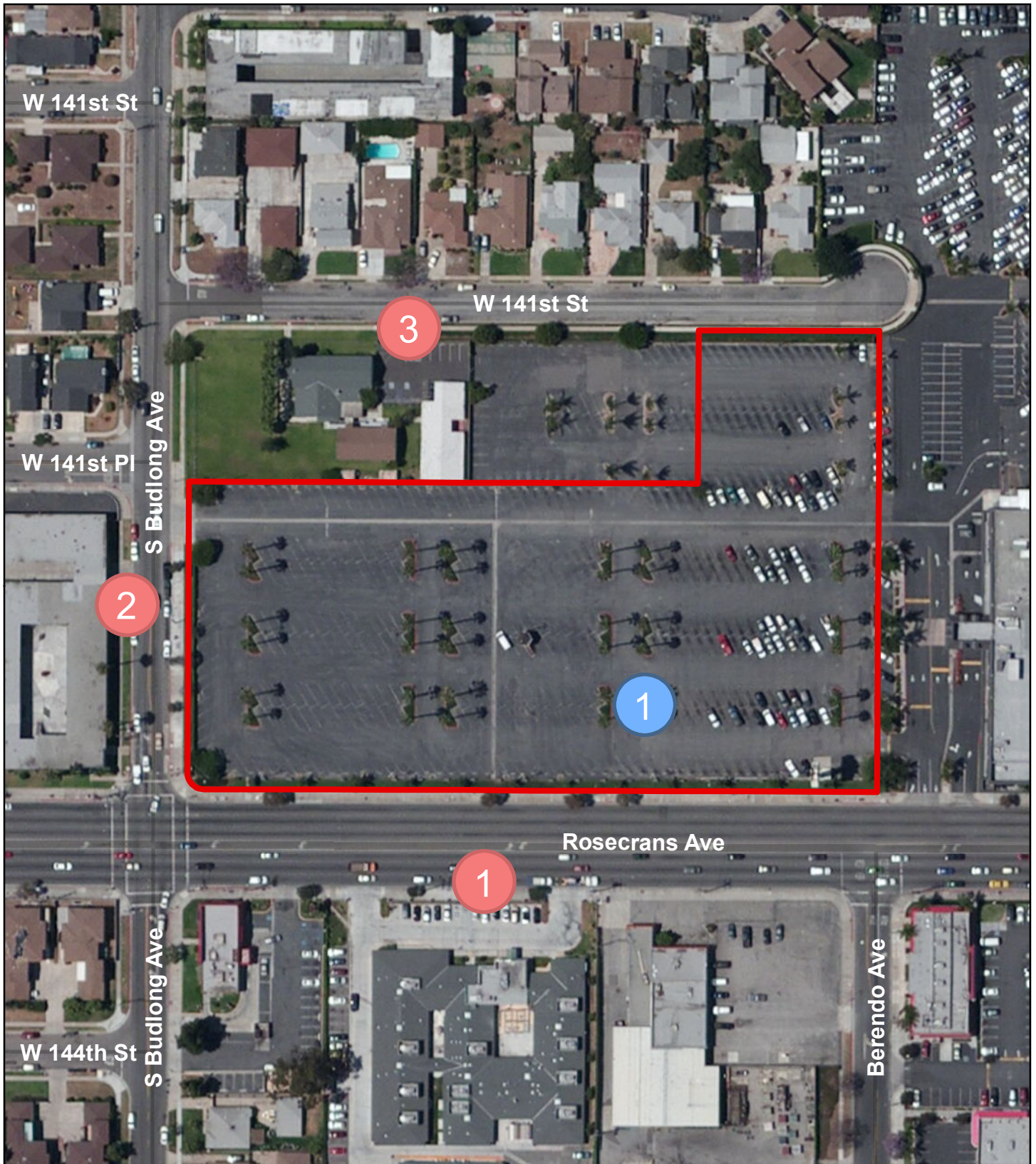
Table 4.13-2, Long-Term Noise Measurement Data (dBA), provides the Long-term (24-hour) noise measurement data and indicates ambient noise levels range between 53.4 and 66.9 dBA Leq.

**Table 4.13-2
 Long-Term Noise Measurement Data (dBA)**

Time ¹	Leq	Lmax	L(2)	L(8)	L(25)	L(50)	L(90)
7:00 AM	62.8	84.5	69.1	66.1	64.4	61.5	58.4
8:00 AM	62.1	81.8	67.1	65.1	64.4	61.3	58.4
9:00 AM	66.4	95.0	66.9	65.1	64.0	61.1	57.5
10:00 AM	62.0	66.2	65.7	65.4	64.1	61.4	58.6
11:00 AM	61.9	75.4	66.0	65.0	64.4	61.2	58.6
12:00 PM	62.6	79.1	67.1	66.5	65.0	61.8	59.0
1:00 PM	61.5	78.1	64.4	64.2	63.6	61.5	58.5
2:00 PM	61.5	83.2	66.3	65.2	63.5	60.5	57.6
3:00 PM	64.1	91.5	69.0	68.3	66.5	61.2	57.3
4:00 PM	60.6	74.4	64.1	63.7	62.8	59.9	57.2
5:00 PM	60.8	78.5	65.5	64.9	64.2	60.5	56.7
6:00 PM	65.4	87.4	73.0	65.8	63.4	59.9	57.2
7:00 PM	60.2	81.7	66.6	63.5	61.7	59.1	56.9
8:00 PM	66.9	89.7	75.9	73.5	69.9	59.2	55.8
9:00 PM	64.7	88.2	73.7	71.9	67.3	59.2	54.8
10:00 PM	62.2	87.7	67.6	64.2	63.0	58.3	53.8
11:00 PM	57.6	81.8	65.0	62.5	60.4	56.2	52.3
12:00 AM	55.8	75.5	62.2	60.1	58.5	53.9	50.1
1:00 AM	57.8	86.6	60.9	58.4	56.4	52.3	47.8
2:00 AM	53.4	71.9	58.9	57.2	55.9	52.6	49.2
3:00 AM	54.5	70.4	60.0	58.6	57.4	53.0	49.4
4:00 AM	59.2	83.2	63.9	62.3	61.5	56.4	52.7
5:00 AM	61.0	77.1	66.1	64.6	63.9	60.2	55.0
6:00 AM	63.3	83.0	68.8	66.5	65.5	61.9	58.4
Notes:							
1. Measurements taken over one 24-hour interval.							

Sensitive Receptors

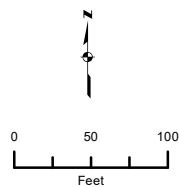
Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent 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 of a church and residential uses.



Legend

- Project Parcel 6115-015-023
- City of Gardena
- Short-Term Measurement Site
- Long- and Short-Term Measurement Site

Sources: Los Angeles County; ArcGIS Online World Imagery Map Service. Map date: August 24, 2020.



CITY OF GARDENA
1108 W 141st STREET GPA & ZC
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Exhibit 4.13-1. Noise Measurement
Locations

REGULATORY FRAMEWORK

City of Gardena General Plan

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element. Figure N-1 of the Gardena Noise Element outlines the interior and exterior noise standards for community noise environments. In addition to the noise standards, the City has outlined goals, policies and implementation measures to reduce potential noise impacts.

The City of Gardena General Plan regulates construction noise. The impact of construction noise that occurs during the daytime is considered minimal for no more than two or three months of activity. However, late night and weekend disturbances caused by construction noise may create a significant impact when experienced at nearby residential locations.

City of Gardena Municipal Code

Gardena Municipal Code Section 8.36.040, *Exterior noise standards*, and 8.36.050, *Interior noise standards*, state the exterior and interior noise standards for the City in terms of Leq(15) and Lmax. The allowable noise levels at land uses receiving noise are summarized in [Table 4.13-3, Allowable Exterior and Interior Noise Levels](#). The Gardena Municipal Code states that if the ambient noise level exceeds the noise standard, then the ambient noise level shall become the noise standards. Gardena Municipal Code Section 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.

**Table 4.13-3
 Allowable Exterior and Interior Noise Levels**

Type of Land Use	15-Minute Average Noise Level (Leq(15))		Maximum Noise Level (Lmax)	
	7 am – 10 pm	10 pm to 7 am	7 am – 10 pm	10 pm to 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 and manufacturing	70 dB(A)	70 dB(A)	90 dB(A)	90 dB(A)
Interior Noise Levels				
Residential	45 dB(A)	40 dB(A)	65 dB(A)	60 dB(A)
Residential portions of mixed-use	45 dB(A)	40 dB(A)	70 dB(A)	60 dB(A)
Source: City of Gardena, Municipal Code, Sections 8.36.040 and 8.36.050				

Gardena Municipal Code Section 8.36.080, *Exemptions*, exempts noise associated with construction, repair, remodeling, grading or demolition of any real property from the City’s noise limitations, provided these activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

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

Less Than Significant Impact. The Project site currently provides surface parking for the casino use located east of the site. The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking.

CONSTRUCTION NOISE

The degree of construction noise may vary for different areas of the Project site and also vary depending on the specific construction activities. Noise levels associated with the construction would vary with the different phases of construction. Typical noise levels associated with construction equipment anticipated to be used for Project construction activities are shown in Table 4.13-4, Typical Construction Equipment Noise Levels.

**Table 4.13-4
 Typical Construction Equipment Noise Levels**

Type of Equipment	Range of Maximum Sound Levels Measures (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Rock Drills	83-99	96
Jack Hammers	75-85	82
Pneumatic Tools	78-88	85
Pumps	74-84	80
Dozers	77-90	85
Scrapers	83-91	87
Haul Trucks	83-94	88
Cranes	79-86	82
Portable Generators	71-87	80
Rollers	75-82	80
Tractors	77-82	80
Front-End Loaders	77-90	86
Hydraulic Excavators	81-90	86
Graders	79-89	86
Air Compressors	76-89	86
Trucks	81-87	86

Construction activities associated with the potential hotel and restaurant uses would likely include site preparation, grading, building construction, 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; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may

involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels would be loudest during the grading phase.

Construction noise associated with anticipated construction phasing and activities has been calculated at nearby sensitive receptors with worst-case noise levels provided in Table 4.13.5, Construction Noise Level by Phase.

**Table 4.13-5
 Construction Noise Level by Phase**

Type of Land Use	Receptor to the North		Receptor to the South		Receptor to the West	
	Leq at 110 feet	Lmax at 110 feet	Leq at 290 feet	Lmax at 290 feet	Leq at 495 feet	Lmax at 495 feet
Site Preparation	79	83	68	72	62	66
Grading	79	80	68	69	63	64
Building Construction	77	78	66	68	60	62
Architectural Coating	73	77	63	67	57	61
Note: Construction Modeling Data is provided in <u>Appendix D</u> .						

As indicated in Table 4.13-5, construction noise would range between 57 and 79 dBA Leq and 61 and 83 dBA Lmax at nearby sensitive receptors, resulting in a temporary or periodic increase in the ambient noise level above existing noise levels within the Project vicinity. Construction noise is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times as described in the City’s General Plan and Municipal Code. However, Project construction would be required to occur during the permissible hours in accordance with the City’s General Plan and Municipal Code. Thus, construction impacts would not be considered significant. With implementation of recommended conditions of approval, construction-related noise would be further reduced. The specification of equipment noise limits forces the use of modern equipment having improved engine insulation and mufflers. Implementation of recommended conditions of approval would also require orientation of stationary construction equipment away from nearby sensitive receptors, among other requirements.

OPERATIONAL NOISE

Stationary Noise Sources

As stated, the Project anticipates the potential development of a hotel and restaurant on a portion of the Project site. Noise typical of commercial uses, such as hotels and restaurants include parking lot activities (e.g. vehicle start-up, slamming car doors, occasional alarms, etc.), mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment), general maintenance activities, conversations, and drive-thru speakers.²⁵ The noise levels associated with the combined operational noise sources described

²⁵ Although it is anticipated that a sit-down high turnover restaurant is the most likely type of restaurant that would be developed within the Project site, for analysis purposes a drive-thru restaurant is assumed, as it would involve greater noise-generating activities, such as increased vehicle traffic and drive-thru speaker system.

above were calculated at the nearest sensitive receptors to the north, south, and west of the Project site; refer to Table 4.13-6, Predicted Operational Noise Levels.

**Table 4.13-6
 Predicted Operational Noise Levels**

Receptor	Land Use	Existing Ambient Noise Level (dBA, Leq) ¹	Project Noise Level (dBA, Leq) ²	Total Combined Noise Level (dBA, Leq)	Daytime (7AM to 10PM) Stationary Noise Limit (dBA, Leq)	Project Change in Noise Level
1	Church	51.5	50.1	53.9	65.0	2.4
2	Care Home	74.7	38.2	74.7	65.0	0.0
3	Multi-Family	62.8	42.1	62.8	65.0	0.0

Note:
 1. Noise measurement locations are shown on Exhibit 4.13-1.
 2. Project-generated noise calculation sheets provided in Appendix D.

As shown in Table 4.13-6, Project noise levels are not expected to exceed the City’s 55 dBA residential limit or the 65 dBA commercial limit established by the City’s noise ordinance.

Project plus ambient noise level projections are anticipated to range between 53.9 to 74.7 dBA Leq at the noise sensitive receptors. The Project would increase the noise level by 0.0 to 2.4 dBA Leq at the sensitive receptors. As previously discussed, an increase of 1 dB is not perceptible, an increase of 3 dB is just perceptible, and an increase of 5 dB is clearly perceptible to the human ear. The Project’s contribution to the existing noise levels would be within the “not perceptible” acoustic characteristic. Therefore, stationary noise impacts associated with the potential hotel and restaurant would be less than significant.

Off-Site Traffic Noise

The proposed Project would generate traffic volumes along Rosecrans Avenue. The Project would result in 3,408 average daily trips (ADT). The trips generation is conservative given it accounts for a drive-thru restaurant although a sit-down high turnover restaurant is the most likely type of restaurant that would be developed within the Project site and it would generate fewer trips. 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. The Circulation Element classifies Rosecrans Avenue as an Arterial. Arterials typically carry between 40,000 and 60,000 vehicles per day.²⁶ The Gardena General Plan EIR identified 2006 traffic volumes on Rosecrans Avenue between Normandie and Vermont Avenues to be 38,700 vehicles per day and forecast traffic volumes along the same roadway segment to be 39,740 vehicles per day by 2025.²⁷ Thus, the Project’s ADTs would not result in a doubling of trips along Rosecrans Avenue.

²⁶ City of Gardena, *Gardena General Plan 2006*, Circulation Element.

²⁷ City of Gardena, *Gardena General Plan 2006 Final Environmental Impact Report*, SCH# 2005021125, April 2006.

Further, the potential off-site noise impacts caused by the increase in vehicular traffic as a result of the Project were calculated at a distance of 50 feet. The distance to the 55, 60, 65, and 70 dBA CNEL noise contours are also provided for reference; refer to Table 4.13-7, Noise Levels Along Roadways (dBA CNEL). The noise level at 50 feet is representative of the approximate distance to the Project site property line since site-specific development is not currently proposed and the exact location of the potential hotel and restaurant uses within the Project site are not currently known. The analysis is conservative in that it places all of the Project trips on each roadway segment (Rosecrans east and west of the Project site). The noise contours were calculated for the following scenarios and conditions:

- Existing Condition: This scenario refers to the existing traffic noise condition; and
- Existing Plus Project Condition: This scenario refers to the existing plus project traffic noise condition.

**Table 4.13-7
 Noise Levels Along Roadways (dBA CNEL)**

Roadway	Segment	CNEL at 50 feet (dBA)	Distance to Contour			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	50 dBA CNEL
Existing Without Project Exterior Noise Levels						
Rosecrans Avenue	East and West of Project Site	71.1	64	201	637	2,015
Existing Plus Project Exterior Noise Levels						
Rosecrans Avenue	East and West of Project Site	71.1	64	202	640	2,024

As indicated in Table 4.13-7, the increase in traffic noise for the Existing Plus Project condition would not result in a noticeable increase in ambient noise levels at 50 feet from the centerline of Rosecrans Avenue. Thus, no impact would occur in this regard.

Given that the Project would comply with all noise requirements, Project construction and operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan, Noise Ordinance, or applicable standards of other agencies and impacts would be less than significant.

COA N-1: Prior to approval of grading plans and/or prior to issuance of demolition, grading, and building permits, the following noise reduction techniques shall be included in the construction plans or specifications:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- The Project Applicant shall demonstrate to the satisfaction of the City’s Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- During construction, equipment staging areas and stationary construction noise sources, such as generators or pumps, shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.

- Per Gardena Municipal Code Section 8.36.080, construction activities shall not occur during the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities can produce vibration that may be felt by adjacent land uses. The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibration impacts. Table 4.13-8, Guideline Vibration Damage Potential Threshold Criteria, identifies the thresholds and Table 4.13-9, Vibration Source Levels for Construction Equipment, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

**Table 4.13-8
 Guideline Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: Caltrans, <i>Transportation and Construction Vibration Guidance Manual</i> , Table 19, September 2013.		
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

**Table 4.13-9
 Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 (in soil)	66
Slurry wall	0.017 (in rock)	75
Vibratory roller	0.21	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

The closest existing off-site structure is located approximately five feet north of the Project site. The construction of hotel and restaurant uses are not anticipated to require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer would yield a worst-case 0.5 PPV (in/sec) which is perceptible but sustainably below any risk of damage (0.5 in/sec PPV is the threshold of residential structures). 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 structures. Potential vibration impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The Project site is not located within an airport land use plan, nor is the Project site located within two miles of a private airstrip, public airport or public use airport. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

Mitigation Measures: No mitigation measures are required.

4.14 Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

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)?*

Less Than Significant Impact. The Project would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure. The Project site provides surface parking for the adjacent casino and is surrounded by existing development and roadways.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. The Project's employment growth could result in population growth within the City, as Development of a hotel and restaurant would increase local employment opportunities during construction and operation. Although unlikely, the Project's employment opportunities could increase the City's population, as employees (and their families) may choose to relocate to the City. A hotel and restaurant are anticipated to generate approximately 111 employees.²⁸ It should be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, hotels and restaurants do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions, but rather would provide employment opportunities to people within the local community and surrounding areas. Assuming 111 new employees (and their families) relocate to Gardena, Project implementation would

²⁸ Based on the World Tourist Organization recommended staffing rate of 8 persons per 10 rooms for similar type hotels and the Gardena General Plan EIR employment density factor for Other Retail/Service commercial uses of 334 square feet per employee for the retail component.

result in a potential population increase of approximately 314 persons.²⁹ This is a conservative assumption, as it assumes all employees would relocate to the City along with their families instead of the more likely scenario of existing Gardena or other nearby residents to fill some of the new employment opportunities.

The forecast population growth would increase the City's existing (2020) population of 60,937 persons by less than one percent (approximately 0.5 percent) to 61,251 persons.³⁰ The Gardena General Plan anticipates a population of 63,799 persons at buildout. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not induce substantial unplanned population growth in the area.

The Gardena General Plan anticipated an increase of approximately 4,700 jobs in the City between 2005 and 2025, resulting in approximately 39,400 jobs by 2025. SCAG's 2016-2040 RTP/SCS growth forecasts anticipated 31,200 jobs by 2020 and 32,600 jobs by 2035.³¹ According to the Profile of the City of Gardena (2019), prepared by SCAG, in 2017 there were 29,405 jobs within the City.³²

As stated, potential development of a hotel and restaurant could provide approximately 111 new jobs within the City. The potential addition of 111 jobs would be within the growth projections anticipated by the Gardena General Plan (39,400 jobs by 2025) and SCAG's 2016-2040 RTP/SCS (31,200 jobs by 2020 and 32,600 jobs by 2035). Thus, the Project is not anticipated to induce substantial unplanned population growth to the area and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The Project site provides surface parking for the adjacent casino and does not contain any housing. Thus, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Mitigation Measures: No mitigation measures are required.

²⁹ Based upon an average household size of 2.83 persons per household per the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011-2020*, Sacramento, California, May 2020.

³⁰ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011-2020*, Sacramento, California, May 2020.

³¹ Southern California Association of Governments, *2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction*, http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf, accessed August 27, 2020.

³² Southern California Association of Governments, *Profile of the City of Gardena, Local Profiles Report 2019*, May 2019, <http://www.scag.ca.gov/Documents/Gardena.pdf>, accessed August 27, 2020.

4.15 Public Services

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically 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:				
1) Fire protection?			X	
2) Police protection?			X	
3) Schools?			X	
4) Parks?			X	
5) Other public facilities?			X	

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically 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:*

1) *Fire protection?*

Less Than Significant Impact. The City contracts with the Los Angeles County Fire Department (LACFD) to provide fire protection and emergency medical services to the City. There are two fire stations located within the City: Fire Station 158 located at 1650 W. 162nd Street and Fire Station 159 located at 2030 W. 135th Street. The closest fire station to the Project site is Fire Station 159, located approximately 1.5 miles northwest of the site.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. The introduction of hotel and restaurant uses to the Project site would increase the demand for fire protection and emergency medical services to the site when compared to existing conditions. However, the Gardena General Plan anticipates development within the City, including the Project site. Development of a hotel

and restaurant would not significantly impact fire protection services resulting in the need for new or physically altered facilities.

As part of the development review process, the LACFD Fire Prevention Division would review site plans to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Further, site development would be required to comply with standard LACFD conditions of approval. Specifically, LACFD addresses fire and life safety requirements for project construction at the fire plan check stage. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. Site-specific development would be required to comply with applicable City, County, and State code and ordinance requirements for fire protection. The City of Gardena Municipal Code Chapter 8.08, *Fire Code*, adopts the Los Angeles County Fire Code by reference. Implementation of all Fire Code requirements would further reduce potential impacts concerning fire protection services. The Project would not require the need for new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The City of Gardena Police Department provides police protection services to the City, including the Project site. The Gardena Police Department is located at 1718 West 162nd Street, approximately 2.3 miles southwest of the Project site.

Similar to fire protection services, the introduction of hotel and restaurant uses to the Project site would increase the demand for police protection services to the site when compared to existing conditions. However, the Gardena General Plan anticipates development within the City, including the Project site. Development of a hotel and restaurant would not significantly impact police protection services resulting in the need for new or physically altered facilities.

As part of the development review process, the Gardena Police Department would review site-specific development plans and the Applicant would be required to comply with any specific conditions related to safety and security specified by the Gardena Police Department. The Project would not require the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

Less Than Significant Impact. The Project does not propose the development of residential uses; therefore, the Project would not result in new students to the Los Angeles Unified School District. The Project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50). Pursuant to Government Code §65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..." Developer fees collected by LAUSD pursuant to SB 50 are used for the provision of additional and reconstructed or modernized school facilities. The Project Applicant would be required to pay all statutory fees in place at the time and demonstrate proof of payment to the City. With payment of the fees, Project impacts to schools would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The Project site provides parking for the adjacent casino and does not provide public park or recreation opportunities. Further, there are no parks within the surrounding area. The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. Although the use of City parks and recreational facilities by hotel patrons may occur, it likely would be limited, as no parks or recreational facilities are located within the surrounding area. The use of these City facilities would not result in the need for new or physically altered park or recreation facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

Less Than Significant Impact. Los Angeles County provides library, cultural resource centers and bookmobile services to over 3.4 million residents living in unincorporated areas and to residents in 49 of the 88 incorporated cities of Los Angeles County. LA County Library has a 7.5 million volume book collection and also provides magazines, newspapers, government publications and specialized materials including online databases. There is one library located within the City of Gardena: Gardena Mayme Dear Library. The Masao W. Satow Library (currently closed for refurbishment) is located just outside of the City's jurisdictional boundaries, within unincorporated Los Angeles County. As stated, the Project does not propose the development of residential uses. Therefore, the Project would not provide for increased population growth resulting in an increased demand for public facilities or the need for new or physically altered library facilities to adequately serve the community. Impacts to library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.16 Recreation

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?			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	

a) *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?*

Less Than Significant Impact. Refer to Response to 4.15(a)(4).

Mitigation Measures: Less Than Significant Impact.

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?*

Less Than Significant Impact. Refer to Response to 4.15(a)(4). The Project anticipates the potential for development of a hotel and restaurant within approximately 2.0 acres of the 4.59-acres site. The development of recreational facilities, separate from hotel amenities, are not anticipated as part of the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 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 (e.g., farm equipment)?				X
d. Result in inadequate emergency access?			X	

This section is based on the *1108 West 141st Street General Plan Amendment and Zone Change Transportation Memorandum* (Transportation Memorandum), prepared by Kittelson & Associates, dated October 5, 2020 and included in its entirety as Appendix E, Transportation Memorandum.

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

Transit Facilities

The Project site and surrounding area is served by GTrans and LA Metro.

GTrans provides public transportation services in the South Bay, including the cities of Gardena, Hawthorne, Compton, Carson, Harbor City, Lawndale and Los Angeles. Within the Project area, GTrans Line 2 operates on a loop circling Western, Imperial Highway, Vermont, Normandie and PCH. The closest stop to the Project site is located at Vermont Avenue and Rosecrans, approximately 0.20-mile from the Project site. Line 2 typically operates on weekdays from approximately 4:40 AM to 10:00 PM with 15- to 30-minute headways (the time between bus arrivals). On weekends, Line 2 operates from approximately 5:00 AM to 9:30 PM with 15- to 40-minute headways.

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

The Project would continue to be served by the existing transit system. Potential patrons and employees associated with a hotel and restaurant could incrementally increase the demand for public transit services. However, the Project would not conflict with a program plan, ordinance, or policy addressing transit and impacts would be less than significant.

Roadway Facilities

Rosecrans and Budlong Avenues provide primary access to the Project site. According to the Gardena General Plan, Rosecrans Avenue is an arterial and Budlong Avenue is a collector. An arterial roadway connects traffic from smaller roadways to freeway interchanges and regional roadway corridors. They serve as the principal urban thoroughfares, provide a linkage between activity centers in the City to adjacent communities and other parts of the region, and provide intra-city mobility. A collector is intended move traffic from a local roadway to a secondary roadway. They are intended to provide access to all types of land uses and generally have no limitations on access. Although the Project anticipates the potential development of a hotel and restaurant, the Project does not propose site-specific development. Thus, no modifications to Rosecrans or Budlong Avenues are proposed. Potential development of a portion of the site with a hotel and restaurant use is not anticipated to involve modifications to the adjacent roadways.

Bicycle Facilities

A Class III Bike Route is located along Budlong Avenue, adjacent to the Project site. A Class III Bike Route are designated for bicycle travel and shared with motor vehicles. The City adopted the South Bay Bicycle Master Plan (Bicycle Master Plan), which is a multi-jurisdictional bicycle master plan intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the cities in the South Bay, including Gardena. The Bicycle Master Plan (Figure 4-3) identifies proposed bicycle facilities within Gardena. Budlong Avenue, adjacent to the Project site, is a proposed Bike Friendly Street. A Bike Friendly Street is defined as local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments include wayfinding signage, pavement markings, and traffic calming. As stated, the Project does not propose any modifications to Budlong Avenue. Potential patrons and employees associated with a hotel and restaurant could incrementally increase the use of bicycle facilities within the Project area and throughout the City. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities and impacts would be less than significant.

Pedestrian Facilities

Sidewalks are currently provided along Rosecrans Avenue, Budlong Avenue, and 141st Street, adjacent to the Project site. As stated, the Project does not propose site specific development. Thus, no modifications to existing pedestrian facilities within the Project area are proposed. For purposes of this analysis, development of a portion of the site with a hotel and restaurant is considered as a likely development scenario. Development within the Project site would be required to maintain or provide improved sidewalks and pedestrian access to the proposed development in accordance with City requirements. The Project would not conflict with a program, plan, ordinance or policy addressing pedestrian facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The City's *SB 743 Implementation Transportation Analysis Updates* (Transportation Analysis Guidelines), includes criteria for individual project screening, which can be used to screen projects or components of mixed-use projects that are expected to generate low vehicle miles traveled (VMT) out of a detailed VMT analysis. The City's three VMT screening criteria and determinations include:

- **Project Type Screening:** Projects that generate less than 110 daily trips may be screened from conducting a VMT analysis. In addition, local-serving retail projects less than 50,000 square feet and affordable housing in infill areas do not require a VMT analysis. The 110 daily trip screening criterion does not apply since the Project as a whole is expected to generate more than 110 daily trips. As shown in Table 3 of the Transportation Memorandum, the Project is expected to generate 3,408 daily trips. However, the local-serving retail screening criterion does apply to the restaurant component of the Project, since it is a retail component that is less than 50,000 square feet.
- **Low VMT Area Screening:** Residential and office projects (or other projects assessed using home-based work VMT per employee) in a low-VMT generating area may be screened from a VMT analysis. According to Figure 1 in the City's Transportation Analysis Guidelines, the Project site is located in an area with a daily residential home-based VMT per employee that is between 85% and 100% of the regional average. Based on this criterion, the hotel component of the Project (which is analyzed using a work VMT efficiency metric) would not be screened out of requiring a detailed VMT analysis since it exceeds 85% of the regional average (based on the screening map).
- **Transit Proximity Screening:** Projects located within a High-Quality Transit Area (HQTA) would be screened from a detailed VMT analysis if the project does not have certain characteristics. However, this screening criterion does not apply to the Project because it is inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) Land Development Category (LDC) identified for the Project area.³³

To be screened out of a detailed VMT analysis, a project or project component would need to satisfy at least one of the VMT screening criteria. The restaurant component meets the requirements for Project Type Screening and is thus screened out of a detailed VMT analysis. Given the Project's hotel component does not meet the requirements for any of the screening criteria, it is not screened out of a detailed VMT analysis.

According to the City's guidelines, the following VMT impact thresholds are applicable to hotel projects:

³³ The Land Development Categories (LDCs) employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016 RTP/SCS. The forecasted land use development patterns by LDCs are based on Transportation Analysis Zone (TAZ) level data utilized to conduct required modeling analyses.

- **Project Threshold:** A significant impact will occur if the project generates daily home-based work VMT per employee higher than 15% below the regional average.
- **Cumulative Threshold:** A significant impact will occur if the project threshold is exceeded or if the project is determined to be inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

To determine project-related VMT impacts resulting from the Project's hotel component, existing home-based work VMT per employee for the region and for the Project site were extracted from the City's spreadsheet-based VMT estimating tool. This tool provides existing (2020) residential and employment VMT estimates for the region, the City, and the City's transportation analysis zones (TAZs) interpolated from the base year and cumulative year SCAG regional travel demand models.

According to the City's tool, the regional average home-based work VMT per employee is 17.23 VMT per employee; the potential hotel component is expected to generate 14.86 VMT per employee. The hotel's expected home-based work VMT per employee is approximately 13.8% lower than the regional average. Since the Project's potential hotel component is estimated to generate daily home-based work VMT per employee higher than 15% below the regional average (which would be 14.65 VMT), it would result in a significant VMT impact. Since the Project threshold is exceeded, the Project's potential hotel component would also result in a significant cumulative VMT impact.

Given that the project's home-based work VMT per employee (14.86) is higher than 15% below the regional average of 17.23 VMT per employee (14.65), the hotel component will result in a significant project impact and significant cumulative impact. Project VMT must be reduced to 14.65 VMT per employee with mitigation, representing a 1.4% decrease in the project's VMT per employee.

The City of Gardena's guidelines recommend mitigating VMT impacts by reducing the number of single-occupant vehicles generated by a site. This can be accomplished by changing the proposed land use or by implementing Transportation Demand Management (TDM) strategies. The guidelines include recommended mitigation measures for residential, office, retail, and mixed-use developments based on research documented in the California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* (2010).

Given that a hotel would be an employment project with home-based work VMT as the metric and it is located in a high-quality transit area, a subsidized or discounted transit program (CAPCOA ID 3.4.4) has been assessed for effectiveness. According to CAPCOA, this measure's VMT reduction ranges from 0.3% to 20%; refer to the Transportation Memorandum in [Appendix E](#) for the detailed formula and reduction calculation. [Table 4.17-1, Daily Transit Subsidy and Reduction in Commute Vehicle Trips \(CAPCOA\)](#), identifies the percent reduction in commute vehicle trips based on the worksite setting and daily transit subsidy.

**Table 4.17-1
 Daily Transit Subsidy and Reduction in Commute Vehicle Trips (CAPCOA)**

Worksite Setting ¹	Daily Transit Subsidy			
	\$0.75	\$1.49	\$2.98	\$5.96
	% Reduction in Commute Vehicle Trips ²			
Low Density Suburb	1.5%	3.3%	7.9%	20.0%
Suburban Center	3.4%	7.3%	16.4%	20.0%
Urban Location	6.2%	12.9%	20.0%	20.0%
Source: CAPCOA, 2010				
Notes:				
1. Refer to Attachment B of Appendix E for detailed worksite setting definitions.				
2. CAPCOA caps discounts greater than 20%, as they exceed levels recommended by TCRP 95 Draft Chapter 19 and other literature.				

An EZ Pass, which can be used on buses operated by LA Metro, GTrans (a municipal bus service serving Gardena and surrounding areas), and 22 other transit agencies throughout the greater Los Angeles Area, costs \$110 per month. Assuming the full amount of subsidy is provided and an average of 30 days in a month, this translates to a transit subsidy of approximately \$3.67 per day. Assuming that 100% of hotel employees would be eligible to receive the subsidy, and that the Project area could be characterized as suburban center,³⁴ the resulting VMT reduction from this measure would be 17.2%; refer to the Transportation Memorandum in [Appendix E](#) for the detailed formula and reduction calculation. Note, the percent reduction was interpolated between the values for \$2.98 and \$5.96 subsidies.

More recent research published by the San Diego Association of Governments (SANDAG) in June 2019 provides updates to the maximum VMT reductions for an employer transit pass subsidy based on information that has been made available since the publication of the 2010 CAPCOA documentation as well as inflation; refer to the Transportation Memorandum in [Appendix E](#) for the detailed formula and reduction calculation. [Table 4.17-2, Daily Transit Subsidy and Reduction in Commute VMT \(SANDAG\)](#), identifies the percent reduction in commute vehicle trips based on the worksite setting and daily transit subsidy.

³⁴ A suburban center is defined by CAPCOA and the San Diego Association of Governments (SANDAG) as “Cluster of multi-use development within dispersed, low-density, automobile-dependent land use patterns. Serves the population of a suburb with office, retail, and housing that is denser than the surrounding suburb. Other characteristics may include: 20+ miles from regional central business district; balanced jobs/housing ratio; buildings are two stories; grid street pattern; 0–20-foot setbacks; somewhat constrained parking supply on street and ample off-street; low to no parking prices; bus service at 20–30-minute headways; and/or a commuter rail station.

**Table 4.17-2
 Daily Transit Subsidy and Reduction in Commute Vehicle Trips (SANDAG)**

Worksite Setting ¹	Subsidy Level Per Day			
	\$1.00	\$2.00	\$3.00	\$4.00
	% Reduction in Commute Vehicle Trips ²			
Low Density Suburb	0.1%	0.2%	0.4%	0.6%
Suburban Center	1.1%	2.4%	4.1%	5.8%
Urban Location	2.2%	4.7%	7.8%	10.9%
Source: SANDAG, 2019 Notes: 1. Refer to Attachment B of Appendix E for detailed worksite setting definitions. 2. Estimated based on sources originally cited by CAPCOA, such as Nelson Nygaard (2010) and TCRP (2010). Subsidy levels in Nelson Nygaard were updated in the SANDAG document to reflect inflation. The maximum VMT reductions were also updated to consider more recent maximum VMT reductions suggested in Boarnet et al, 2014; refer to Appendix E .				

Assuming that 100% of hotel employees would be eligible to receive the subsidy, and that the Project area could be characterized as suburban center³⁵, the resulting VMT reduction from this measure using the more recent research would be 5.2%. Note, the percent reduction was interpolated between the values for \$3.00 and \$4.00 subsidies.

A minimum of 27% of hotel employees would need to be eligible for transit subsidies to reduce Project VMT by 1.4% using this methodology; refer to the Transportation Memorandum in [Appendix E](#) for the detailed formula and reduction calculation.

Based on the more recent research, employee transit subsidies with 100% hotel employee eligibility would reduce commuter VMT by 5.2%, which exceeds the 1.4% decrease necessary to reduce impacts to a less than significant level. A minimum of 27% hotel employee eligibility would be required to decrease VMT by 1.4% to reduce impacts to less than significant. Therefore, Mitigation Measure TRA-1 would require transit subsidies be made available to a minimum of 27% of the hotel employees to reduce the significant Project impact and significant cumulative impact to less than significant.

In addition to compliance with Mitigation Measure TRA-1, the hotel component would be required to comply with Gardena Municipal Code Section 18.68.020, *Transportation demand and trip reduction measures*, which requires a non-residential development of 25,000 square feet or more to provide a bulletin board, display case, or kiosk displaying transportation information located where the greatest number of employees are likely to see it. The information would include, but not be limited to, current maps, routes and schedules for public transit routes serving the site.

Implementation of Mitigation Measure TRA-1 and compliance with the City of Gardena Municipal Code, would reduce potential VMT impacts associated with the hotel component to less than significant.

³⁵ Ibid.

Mitigation Measures:

TRA-1 The Hotel operator shall provide transit subsidies in the amount to cover 100% of the cost of an EZ Pass (or equivalent transit pass), which can be used on buses operated by LA Metro, GTrans (a municipal bus service serving Gardena and surrounding areas) to a minimum of 27% of hotel employees. New employees shall be informed of the transit subsidy program and transit subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of transit subsidies shall be provided annually to the City of Gardena Community Development Department.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

No Impact. As stated, the Project does not propose site-specific development; however, for purposes of this analysis development of a portion of the site with a hotel and restaurant is considered as a likely development scenario. The potential uses and their operations would not be incompatible with uses within the surrounding area. Development within the Project site would be reviewed by the City, to ensure adequate ingress and egress would be provided and site distance standards would be implemented. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) *Result in inadequate emergency access?*

Less Than Significant Impact. Rosecrans and Budlong Avenues provide direct access to the Project site and would serve as a primary evacuation and emergency access routes within the area. The potential construction and operation of a hotel and restaurant would not place any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along Rosecrans and Budlong Avenues at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along adjacent roadways.

As site-specific development is not currently proposed, it is unknown whether modifications to existing driveways or construction of new driveways would be proposed as part of a potential hotel or restaurant. Prior to the issuance of a building permit, the project applicant would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. The Los Angeles County Fire Department (LACFD) would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. Thus, construction and operation of a hotel and restaurant would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.18 Tribal Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:				
1) 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 section 5020.1(k), or			X	
2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

- a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 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:***
- 1) *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 section 5020.1(k)?***
 - 2) *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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less Than Significant Impact. Assembly Bill (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”. AB52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a “tribal cultural resource.” AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

Senate Bill (SB) 18 requires that lead agencies, “prior to the adoption or amendment of a city or county’s general plan, conduct consultations with California Native American tribes for the purpose of preserving specified places, features, and objects that are located within the city or county’s jurisdiction. The bill would define the term “consultation” for purposes of those provisions. By imposing new duties on local governments with respect to consultations regarding the protection and preservation of California Native American historical, cultural, and sacred sites, the bill would impose a state-mandated local program.” As the Project requests a General Plan Amendment, in compliance with SB 18, the City provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission (NAHC); refer to [Appendix C](#). 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 Public Resources Code Section 21074.

In compliance with both AB 52 and SB 18, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52 and those on the NAHC’s list for Tribal Consultation under SB 18; refer to [Appendix C](#). At the time this Initial Study was made available for public review, the City had not received any request for formal consultation and the time limits to request consultation had passed.

Site-specific development is not currently proposed. As previously stated, the Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remainder of the site would be maintained for casino parking. As discussed in Response 4.5(b), no prehistoric or historic archaeological resources were identified within the Project area. In addition, the records searches conducted in support of the Project indicate that no archaeological or tribal cultural resources have been previously recorded within the Project area and the potential for prehistoric or historic resource deposits is considered to be low. If as part of future development activities, evidence of potential subsurface cultural or tribal cultural resources is found during ground disturbing activities, Condition of Approval (COA) CUL-1 would ensure the activities in the vicinity of the find are halted, a qualified archaeologist is obtained to evaluate the find, and appropriate treatment and handling of resources occurs. Upon compliance with COA CUL-1, potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures: No mitigation measures are required.

4.19 Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			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's 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	

a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water

The Project site is within the service area of Golden State Water Company (GSWC). As the Project site currently provides surface parking for the adjacent hotel, it's water demand and use is limited to landscaped areas. The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. Potential

development of the site with a hotel and restaurant would require installation of water lines within the Project site and connections to existing water mains within the surrounding roadways. The extension of on-site water lines to connect to existing mainlines would not cause a significant environmental effect. Development within the Project site would be required to comply with regulatory requirements and mitigation measures identified within this Initial Study. Impacts would be less than significant.

Refer to Response 4.19(b) regarding water supply.

Wastewater and Wastewater Treatment

Potential development of the site with a hotel and restaurant would require installation of sewer lines within the Project site and connections to existing sewer mains within the surrounding roadways. The extension of sewer lines to connect to existing mainlines would not cause a significant environmental effect. Development within the Project site would be required to comply with regulatory requirements and mitigation measures identified within this Initial Study. Impacts would be less than significant.

Refer to Response 4.19(c) below, regarding wastewater treatment.

Stormwater Drainage

As discussed in Response 4.10(c)(4), the Project site is primarily paved and potential development of a portion of the site with a hotel and restaurant would not increase the amount of stormwater runoff beyond existing conditions. Therefore, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Electricity, Natural Gas, and Telecommunications

The City, including the Project site, is within the service area of Southern California Edison (SCE) and Southern California Gas (SoCalGas). Telecommunication services are provided by a variety of companies and are typically selected by the individual customer. Transmission lines/infrastructure for these services are provided within the Project area and currently serve adjacent uses.

The Project's anticipated electricity demand would be approximately 1,836 MWh per year. The Project's anticipated natural gas demand would be approximately 75,627 therms per year; refer to Section 4.6, Energy, regarding an analysis of the Project's energy use. The Project would connect to existing electrical, natural gas, and telecommunications infrastructure, and no off-site improvements are proposed. The potential environmental effects associated with the Project's energy demand are analyzed within this Initial Study and impacts have been determined to be less than significant. Thus, the proposed Project would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

b) 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. Golden State Water Company (GSWC) supplies water to the Project site. GSWC's 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.

Although the Project proposes a General Plan Amendment to redesignate the property as General Commercial with a Mixed-Use Overlay, development of the Project site has been anticipated by the General Plan. Development of a portion of the Project site with a hotel and restaurant use would not result in a substantial direct increase in the City's population, as residential uses would not occur. Further, as discussed in Section 4.14, Population and Housing, the jobs that are forecast to be generated by the potential hotel and restaurant would be within the growth projections associated with the development of non-residential uses anticipated by the General Plan and SCAG's 2016-2040 RTP/SCS. Thus, the Project would not increase growth beyond what was anticipated in the UWMP.

As discussed in Response 4.10 (e), the Project's water demand would total approximately 15.9 acre-feet per year (AFY), which would be within the growth anticipated by the UWMP. Project impacts concerning water demand would be less than significant. Further, GSWC provides conservation programs along with incentives to conserve water in the City. Although the GSWC service area population is expected to increase, according to the UWMP, the overall baseline potable demand in acre-feet per year (AFY) is expected to decrease due to further water use efficiency and recycled water programs.

Mitigation Measures: Less Than Significant Impact.

- 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's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact.

WASTEWATER GENERATION

The Project site is currently a surface parking lot and does not generate wastewater requiring conveyance and treatment. As discussed above, potential development of the site with a hotel and restaurant would require installation of sewer lines within the Project site and connections to existing sewer mains within the surrounding roadways. Gardena Municipal Code Chapter 13.24, *Sewer Connection Charges*, requires new buildings to pay a fee and obtain a sewer connection permit to connect to a public sewer. Section 13.24.050, *Determination of capacity*, states that the City Engineer will determine the necessary capacity required by each public sewer to efficiently provide proper sewage collection throughout the City and a building permit will not be issued for a proposed development if it is determined that the anticipated sewage discharge generated by the proposed development would exceed the capacity in the existing sewer system. Building plans would be required to be submitted to the City Engineer to calculate the peak flow sewage discharged to the sanitary sewers. Thus, development of a hotel and restaurant would not be allowed if adequate capacity was not available or provided as part of the proposed development to serve the wastewater generation. Compliance with the City's established regulatory framework, would ensure adequate capacity would be available to serve the potential development and impacts would be less than significant.

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 million gallons per day (mgd)

and treats approximately 260 mgd of wastewater.³⁶ The design capacities of LACSD's facilities are based on the regional growth forecast adopted by SCAG. Expansion of LACSD's facilities must be sized and their service phased in a manner that is consistent with the SCAG regional growth forecast. Because SCAG growth projections are based in part on growth identified in local General Plans, growth associated with development of the Project site based on its General Plan land use designation has been anticipated by the growth forecasts. Although the Project proposes a General Plan Amendment to redesignate the property as General Commercial with a Mixed-Use Overlay, development of the Project site has been anticipated by the General Plan. As discussed in Section 4.14, Population and Housing, the jobs that are forecast to be generated by the potential hotel and restaurant would be within the growth projections associated with the development of non-residential uses anticipated by the General Plan and SCAG's 2016-2040 RTP/SCS. Further, LACSD has the authority 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. Thus, adequate wastewater treatment would be available to serve the potential hotel and restaurant and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- 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?***
- e) ***Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less Than Significant Impact. Waste Resources of Gardena (WRG) is the authorized waste hauler for the City, providing construction debris and other building materials removal, as well as commercial, industrial, and residential refuse collection. Waste from Gardena is disposed of at a number of solid waste facilities, with the majority of waste disposed at the Chiquita Canyon Sanitary Landfill.

The Project proposes to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although development of the site is not currently proposed, for purposes of this analysis development of approximately 2.0 acres of the site with a hotel and restaurant is considered as a likely development scenario; the remaining acreage would be maintained for casino parking. State law requires a 65 percent diversion rate for construction and demolition projects. Gardena Municipal Code Chapter 8.20, *Solid Waste and Recyclable Collection and Disposal*, addresses solid waste disposal, including requirements for construction and demolition projects. In accordance with Gardena Municipal Code Section 8.20.060, *Solid waste disposal and diversion*, each construction and demolition project for which a building and/or demolition permit is applied for and approved must achieve the waste diversion performance standard or show a good faith effort to achieve that standard. Compliance with the Gardena Municipal Code would achieve compliance with State law.

Project implementation would increase solid waste disposal demands over existing conditions. Solid waste within the City is primarily disposed of at the Chiquita Canyon Sanitary Landfill located at located

³⁶ Los Angeles County Sanitation Districts, Facilities, Joint Water Pollution Control Plant, <https://www.lacsd.org/facilities/?tab=2&number=1>, accessed July 19, 2020.

at 29201 Henry Mayo Drive, Castaic. In 2018, approximately 72 percent of solid waste from Gardena was disposed of at the Chiquita Canyon Sanitary Landfill; the Sunshine Canyon City/County Landfill and the El Sobrante Landfill received approximately 7.3 and 7.0 percent of solid waste from Gardena, respectively.³⁷ Chiquita Canyon Sanitary Landfill has a maximum permitted throughput of 12,000 tons per day. The facility's maximum capacity is 110,366,000 cubic yards and has a remaining capacity of 60,408,000 cubic yards.³⁸ It is anticipated that Chiquita Canyon Sanitary Landfill would continue to receive a majority of the solid waste from the City. Solid waste generated from the Project could be accommodated at the Chiquita Canyon Sanitary Landfill or a combination of the disposal facilities currently receive solid waste for disposal from the City.

The City has a per capita disposal rate target of 8.0 pounds per person per day. Since 2012, the City has met this target through its diversion programs with the most recent disposal rate (2018) of 7.5 pounds per person per day.³⁹ The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939. Thus, the proposed Project would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

³⁷ CalRecycle, Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed July 20, 2020.

³⁸ CalRecycle, SWIS Facility/Site Activity Details, Chiquita Canyon Sanitary Landfill (19-AA-0052), <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3574?siteID=1037>, accessed July 20, 2020.

³⁹ CalRecycle, Jurisdiction Review Reports, <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports>, accessed July 20, 2020.

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4.20 Wildfire

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

a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. According to the Cal Fire Hazard Severity Zone Map, the City of Gardena, including the Project site, is not located within a State Responsibility Area (SRA).⁴⁰ Further, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).⁴¹ Any future development of the site would be required to comply with all City and LACFD requirements for fire prevention and safety measures, including site access.

Rosecrans Avenue and Budlong Avenue currently provide direct access to the Project site. These roadways would serve as a primary evacuation and emergency access routes within the area. Future development of the site with a hotel and restaurant is not anticipated to result in the modification of roadways

⁴⁰ Cal Fire, Fire Hazard Severity Zone Maps, *Fire Hazard Severity Zones in SRA*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed June 24, 2020.

⁴¹ Cal Fire, Fire Hazard Severity Zone Maps, *Very High Fire Hazard Severity Zones in LRA*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed June 24, 2020.

surrounding the Project site or the placement of any permanent physical barriers on Rosecrans or Budlong Avenues. There is the potential that the traffic lane located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would be required to occur within the boundaries of the Project site and would not interfere with circulation along Rosecrans or Budlong Avenues, or any other nearby roadways. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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?*

No Impact. As discussed above, the Project site, is not located within a SRA and is not located within a VHFHSZ within a LRA. The Project site is relatively flat and does not contain any slopes or features that would exacerbate wildfire risks. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?*

No Impact. As discussed above, the Project site, is not located within a SRA and is not located within a VHFHSZ within a LRA. The Project site is located within an urbanized area, surrounding by existing development and associated infrastructure. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Mitigation Measures: No mitigation measures are required.

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?*

No Impact. As discussed above, the Project site, is not located within a SRA and is not located within a VHFHSZ within a LRA. Further, the Project site and surrounding area is relatively flat. The Project would not expose people or structures to significant risk associated with wildfires.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?		X		
b. 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 past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) 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 substantially degrade the quality of the environment or result in significant environmental impacts that cannot be reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures and standard conditions of approval.

As discussed in [Section 4.4, Biological Resources](#), the Project would not substantially reduce the habitat of 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 substantially reduce the number or restrict the range of a rare or endangered plant or animal. The Project would be required to implement Mitigation Measure BIO-

1 to address the potential for nesting migratory birds within the trees proposed to be removed as part of the Project, which would reduce potential impacts to a less than significant level.

As discussed in Section 4.5, Cultural Resources, the Project would not eliminate important examples of the major periods of California history or prehistory. As also concluded in Section 4.5 and Section 4.18, Tribal Cultural Resources, the Project is not anticipated to result in impacts to known cultural or tribal cultural resources. However, in the unlikely event that buried resources are encountered during ground disturbance activities, Condition of Approval (COA) CUL-1 would ensure activities in the vicinity of the find are halted and appropriate evaluation and treatment of any potential resources occurs.

The Project would not 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. Impacts would be less than significant with the implementation of mitigation.

Mitigation Measures: No additional mitigation measures are required.

b) *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 past projects, the effects of other current projects, and the effects of probable future projects)?*

Less Than Significant Impact With Mitigation Incorporated. Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts with implementation of Project mitigation measures. Implementation of standard conditions and mitigation measures at the Project-level would reduce the potential for the incremental effects of the proposed Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

Mitigation Measures: No additional mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed Project’s potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The Project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures: No additional mitigation measures are required.

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6.0 REPORT PREPARATION PERSONNEL

City of Gardena (Lead Agency)

1700 West 162nd Street
Gardena, California 90247
310-217-9530

Raymond Barragan, Community Development Manager
John F. Signo, AICP, Senior Planner

De Novo Planning Group (Environmental Consultant)

180 East Main Street, Suite 108
Tustin, California 92780
949-396-8193

Steve McMurtry, Principal Planner
Starla Barker, AICP, Principal Planner
Josh Smith, Associate Planner

Technical Specialists

MD Acoustics (Noise)
1197 Los Angeles Avenue, Suite C-256
Simi Valley, California 93065

Cogstone (Cultural and Paleontological Resources)
1518 West Taft Avenue
Orange, California 92865

Kittelson & Associates (Transportation)
750 The City Drive, Suite 410
Orange, California 92868

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1108 W. 141ST STREET GPA & ZC PROJECT

Mitigation Monitoring and Reporting Program

LEAD AGENCY: CITY OF GARDENA

1700 West 162nd Street
Gardena, California 90247
Contact: John F. Signo, AICP, Senior Planner
jsigno@cityofgardena.org
(310) 217-9530

PREPARED BY: DE NOVO PLANNING GROUP

180 E. Main Street, Suite 108
Tustin, California 92780
Contact: Starla Barker, AICP
sbarker@denovoplanning.com
(949) 396-8193

November 2020

MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6). 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.

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide the mechanism by which to monitor mitigation measures outlined in the 1108 W. 141st Street GPA & ZC Project Initial Study/Mitigated Negative Declaration (IS/MND). The 1108 W. 141st Street GPA & ZC Project MMRP has been prepared in conformance with Public Resources Code §21081.6 and City of Gardena (City) monitoring requirements.

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 1108 W. 141st Street GPA & ZC Project and is therefore responsible for ensuring MMRP implementation. This MMRP has been drafted to meet Public Resources Code §21081.6 requirements as a fully enforceable monitoring program.

The MMRP Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the 1108 W. 141st Street GPA & ZC Project file.

This MMRP delineates responsibilities for monitoring the Project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP Checklist. If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

For the purposes of the environmental analysis in the IS/MND, impacts were analyzed in each environmental issue area for the proposed Project. Consideration of standard Conditions of Approval (COAs) that apply to each respective topical area was considered, particularly if that impact would be further reduced. If a potentially significant impact remained after implementation of applicable COAs, mitigation measures were also identified in order to reduce any significant impacts.

The numbering system in the following 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.

Mitigation Monitoring and Reporting Program Checklist

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1: Construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.	Pre-Construction if not outside of the nesting season; Report to be issued before permits issued	Pre-Construction Nesting Bird Survey	Applicant/ Contractor, Biologist, Community Development Manager/ City Building Official			
GEOLOGY AND SOILS						
GEO-1: Paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances greater than 5.0 feet below the historic surface elevation in native sediments. Auguring, potholing, and pile driving activities do not need to be monitored as these activities are unlikely to produce significant fossil because information about formation, depth, or context is impossible to discern. Should similar activities be planned, the qualified paleontologist shall be consulted prior to commencement so they may determine if that activity requires monitoring.	Prior to Ground Disturbing Activities During Ground Disturbing Activities	Paleontological Monitor Agreement Construction Site Monitoring & Completion of Daily Monitoring Logs	Community Development Manager/City Building Official/ Approved Paleontologist, and Applicant/ Contractor			
GREENHOUSE GAS EMISSIONS						
Refer to Mitigation Measure TRA-1						

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
TRANSPORTATION						
TRA-1 The Hotel operator shall provide transit subsidies in the amount to cover 100% of the cost of an EZ Pass (or equivalent transit pass), which can be used on buses operated by LA Metro, GTrans (a municipal bus service serving Gardena and surrounding areas) to a minimum of 27% of hotel employees. New employees shall be informed of the transit subsidy program and transit subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of transit subsidies shall be provided annually to the City of Gardena Community Development Department.	Upon Opening and Annual Verification Provided to City Thereafter	Verification Documentation	Applicant/and Community Development Manager			

RESOLUTION NO. 6487

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT #4-20 CHANGING THE LAND USE DESIGNATION OF PROPERTY LOCATED AT 1108 W. 141ST STREET FROM MEDIUM AND HIGH DENSITY RESIDENTIAL TO GENERAL COMMERCIAL WITH A MIXED USE OVERLAY

(GPA #4-20; APN: 6115-0155-023)

WHEREAS, on or about May 14, 2020, the applicant, Gardena LF, LLC, filed an application to change the land use designation and zoning on an approximate 4.5 acre parcel located at the northeast corner of Rosecrans and Budlong Avenues from Medium and High Density Residential to General Commercial with a Mixed-Use Overlay (GPA #4-20) and similarly change the zoning from Medium Density Multiple Family Residential (R-3) and High Density Multiple Family Residential (R-4) to General Commercial (C-3) with a Mixed Use Overlay (MUO) (ZC #3-20) (hereafter “the Flynt Project”); and

WHEREAS, a Mitigated Negative Declaration (“MND”) was prepared for the Flynt Project and the draft MND was circulated for public review between October 12, 2020 and November 2, 2020; and

WHEREAS, on November 17, 2020, the Planning Commission of the City of Gardena held a duly noticed public hearing on the IS/MND and the approvals required for the Flynt Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted Resolution No. PC 12-20 which recommended that the City Council approve the MND and adopt the Mitigation Monitoring and Reporting Program for the General Plan Amendment and Zone Change and approve the General Plan Amendment and Zone Change; and

WHEREAS, on December 15, 2020, the City Council held a duly noticed public hearing on the Flynt Project at which time it considered all evidence, both written and oral; and

WHEREAS, after the close of the public hearing and prior to adopting this Resolution the City Council adopted Resolution No. 6486 approving the Mitigated Negative Declaration and Mitigation Monitoring Program for the General Plan Amendment and Zone Change.

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

SECTION 1. APPROVAL AND FINDINGS – GENERAL PLAN AMENDMENT.

A. Section 18.52.010 of the Gardena Municipal Code provides that the land use and zoning of property may be amended “[w]henver the public necessity, convenience, general welfare, or good land use and zoning practices require. . .” The City Council hereby approves the General Plan land use designation change for the Property from General High Density and Medium

Density Residential to General Commercial with a Mixed Use Overlay as shown on Exhibit A, attached hereto.

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

1. The property is located adjacent to the Lucky Lady Casino and provides an opportunity for a commercial development that would have synergy with the Casino, provide jobs and improve the City's tax base. This is consistent with Land Use Goal 2 and Economic Development Goal 1 which state as follows:

- **LU Goal 2** Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.
- **ED Goal 1** Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

2. The property is located in a High Quality Transit Area which will allow employees and users of a commercial development to take advantage of public transportation and reduce reliance on the use of private vehicles. This is consistent with State policies which encourage the use of alternative modes of transportation to reduce greenhouse gas impacts.

3. The property is subject to an economic assistance agreement which anticipated commercial development on the property allowing the City to provide funds to the Lucky Lady Casino from anticipated revenue. Allowing the change in land use will assist in fulfilling the economic assistance agreement. Development of the site for commercial purposes will provide the City with revenue to continue providing high-quality services to its residents.

4. The property is located along an arterial route where commercial development would be consistent with other development in the area.

5. Gardena currently has a jobs/housing imbalance in that there is more housing than jobs in the City. The change in use allows additional jobs to be created without actually impacting the availability of housing for the reasons set forth in Section 2 below.

6. By including a Mixed Use Overlay designation, the property may still be developed for residential development if the opportunity arises.

SECTION 2. NO NET LOSS.

A. Government Code section 66300 was recently enacted to provide that a city may only change a land use designation or zoning ordinance to a less intensive residential use if it concurrently makes changes to other parcels within the city to ensure there is no net loss in residential capacity.

B. The subject property is immediately adjacent to the Lucky Lady Casino and a portion of the property is needed for Casino parking. There is a conditional use permit on the property for parking purposes.

C. Because of the parking need, the applicant is only planning on developing approximately 2.0 acres of the property, as evidenced by the Offering Memorandum of the applicant. During the past several years, the City has developed a number of properties on R-4 and Mixed-Use Overlay zones that both allow up to 30 units per acre on parcels which are at least one-acre in size. However, the density that has been achieved by these projects has not been above 25 units per acre and most projects have been developed at approximately 21 units per acre. Based on existing development patterns, the developable portion of the subject property would have yielded approximately 50 units and development of the entire property would have yielded approximately 108 units.

D. At the same time that the City was processing the Flynt Project to change the General Plan Amendment and zoning on this site, the City was also processing an application from Melia Homes, Inc. for a General Plan Amendment and zone change, as well as other administrative entitlements to develop 4.23 acres on South Vermont Avenue in the City for an 84-unit condominium project. The Melia Evergreen Residential Project involved a General Plan Amendment and Zone Change re-designating the property from commercial to residential land uses. The City Council held a public hearing on the Melia Evergreen Residential Project on November 10, 2020, adopted Resolution No. 6480 changing the General Plan designation from General Commercial to High Density Residential that same night, and adopted Ordinance No. 1822 changing the zoning of the property from General Commercial (C-3) to High Density Residential (R-4) prior to adopting this Resolution on December 15, 2020.

E. Additionally, at the same time the City was also processing this Project to change the General Plan Amendment and zoning on this site, the City was also processing an application from The Olson Company for a General Plan Amendment and zone change, as well as other administrative approvals to develop 2.02 acres on West 141st Street with a 50-unit condominium project. The Olson project involved a General Plan Amendment and Zone Change re-designating the property to higher density residential uses. The City Council held a public hearing on the Olson Homes project on November 10, 2020, adopted Resolution No. 6482 changing the General Plan designation from Low and Medium Residential to High Density Residential that same night, and adopted Ordinance No. 1823 changing the zoning of the property from Low (R-1) and Medium Residential (R-3) to High Density Residential (R-4) prior to adopting this Resolution on December 15, 2020. The changes allowed an additional 36 units to be built on the property over the previous land use designation and zoning.

F. Based on the above, the City Council finds:

1. Only 2.0 of the 4.59 acre parcel could be developed for housing and the subject property would have yielded development of 50 homes;
2. The Melia Homes project constitutes a concurrent change which ensures that there is no net loss in residential capacity; and
3. Even if all 4.59 acres could be developed for housing, the Melia Homes project and The Olson Company project constitute concurrent changes which ensures that there is no net loss in residential capacity.

SECTION 3. RECORD.

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

SECTION 4. CUSTODIAN OF RECORD.

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

SECTION 5. EFFECTIVE DATE.

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

SECTION 6. NOTICE OF DETERMINATION.

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

SECTION 7. CERTIFICATION.

The City Clerk shall certify the passage of this resolution.

PASSED, APPROVED AND ADOPTED this 15th day of December, 2020.

TASHA CERDA, Mayor

ATTEST:

MINA SEMENZA, City Clerk

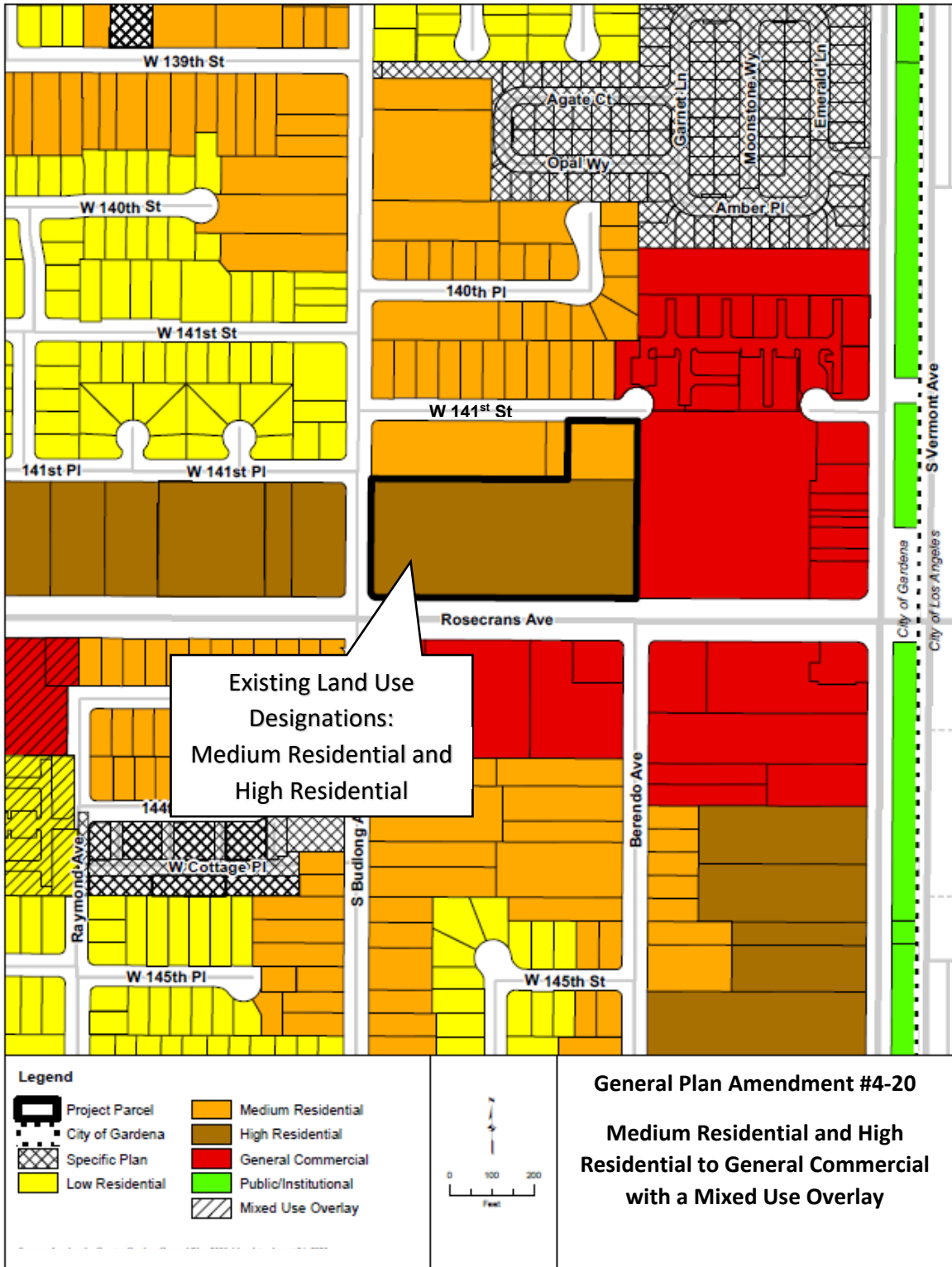
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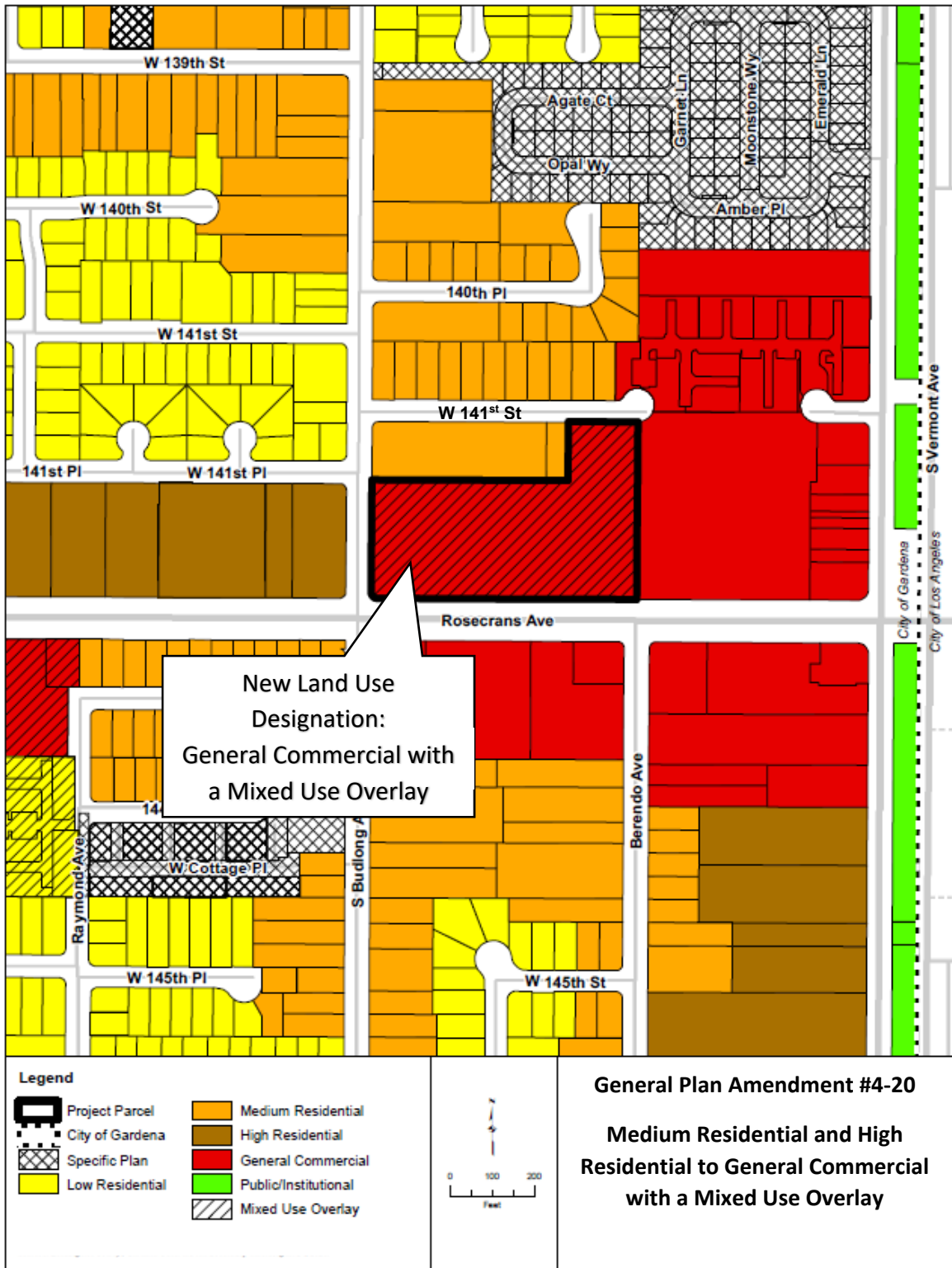
Lisa Kranitz, Assistant City Attorney

Exhibit 1 – General Plan Land Use Map change

Exhibit 1 General Plan Amendment #4-20



Adopted General Plan Amendment #4-20



ORDINANCE NO. 1824

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA APPROVING ZONE CHANGE #3-20 REZONING THE PROPERTY LOCATED AT 1108 W. 141ST STREET FROM MEDIUM (R-3) AND HIGH (R-4) DENSITY MULTIPLE-FAMILY RESIDENTIAL TO GENERAL COMMERCIAL (C-3) WITH A MIXED USE OVERLAY (MUO) (ZC #3-20; APN: 6115-0155-023)

WHEREAS, on or about May 14, 2020, the applicant, Gardena LF, LLC, filed an application to change the land use designation and zoning on an approximate 4.5 acre parcel located at the northeast corner of Rosecrans and Budlong Avenues from Medium and High Density Residential to General Commercial with a Mixed-Use Overlay (GPA #4-20) and similarly change the zoning from Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed Use Overlay (MUO) (ZC #3-20) (hereafter “the Flynt Project”); and

WHEREAS, a Mitigated Negative Declaration (“MND”) was prepared for the Flynt Project and the draft MND was circulated for public review between October 12, 2020 and November 2, 2020; and

WHEREAS, on November 17, 2020, the Planning Commission of the City of Gardena held a duly noticed public hearing on the IS/MND and the approvals required for the Flynt Project at which time it considered all evidence, both written and oral; and

WHEREAS, at the close of the public hearing, the Planning Commission adopted Resolution No. PC 12-20 which recommended that the City Council approve the MND and adopt the Mitigation Monitoring and Reporting Program for the General Plan Amendment and Zone Change and approve the General Plan Amendment and Zone Change; and

WHEREAS, on December 15, 2020, the City Council held a duly noticed public hearing on the Flynt Project at which time it considered all evidence, both written and oral; and

WHEREAS, after the close of the public hearing and prior to adopting this Resolution the City Council adopted Resolution No. 6486 approving the Mitigated Negative Declaration and Mitigation Monitoring Program for the General Plan Amendment and Zone Change and adopted Resolution No. 6487 amending the General Plan for this property to General Commercial.

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

SECTION 1. APPROVAL AND FINDINGS – ZONE CHANGE

A. Section 18.52.010 of the Gardena Municipal Code provides that the land use and zoning of property may be amended “[w]henver the public necessity, convenience, general welfare, or good land use and zoning practices require. . .” The City Council hereby approves the

zone change for the Property from High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed Use Overlay (MUO) as shown on Exhibit A, attached hereto.

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

1. The property is located adjacent to the Lucky Lady Casino and provides an opportunity for a commercial development that would have synergy with the Casino, provide jobs and improve the City's tax base. This is consistent with Land Use Goal 2 and Economic Development Goal 1 which state as follows:

- **LU Goal 2** Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.
- **ED Goal 1** Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

2. The property is located in a High Quality Transit Area which will allow employees and users of a commercial development to take advantage of public transportation and reduce reliance on the use of private vehicles. This is consistent with State policies which encourage the use of alternative modes of transportation to reduce greenhouse gas impacts.

3. The property is subject to an economic assistance agreement which anticipated commercial development on the property allowing the City to provide funds to the Lucky Lady Casino from anticipated revenue. Allowing the change in land use will assist in fulfilling the economic assistance agreement. Development of the site for commercial purposes will provide the City with revenue to continue providing high-quality services to its residents.

4. The property is located along an arterial route where commercial development would be consistent with other development in the area.

5. Gardena currently has a jobs/housing imbalance in that there is more housing than jobs in the City. The change in use allows additional jobs to be created without actually impacting the availability of housing for the reasons set forth in Section 2 below.

6. By including a Mixed Use Overlay zone, the property may still be developed for residential development if the opportunity arises.

C. Any development built on this property shall be subject to the Mitigation Measures adopted by Resolution No. 6486 as well as the following conditions of approval:

- * COA CUL-1 If previously unidentified cultural resources are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity and

construction activities shall be diverted away from the find (50-foot buffer around the find) and a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 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. Any historic archaeological material 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, it shall be offered to a local school or historical society in the area for educational purposes. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Project owner and City of Gardena to implement Native American consultation procedures.

- * COA GEO-1: Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Gardena Community Development Department.
- * COA GEO-2: If fossils or fossil bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt and a professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.
- * COA N-1: Prior to approval of grading plans and/or prior to issuance of demolition, grading, and building permits, the following noise reduction techniques shall be included in the construction plans or specifications:
 - Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- The Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- During construction, equipment staging areas shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per Gardena Municipal Code Section 8.36.080, construction activities shall not occur during the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

These mitigation measures and conditions are in addition to any other measures or conditions that may be imposed upon development of the Property.

SECTION 2. NO NET LOSS

A. Government Code section 66300 was recently enacted to provide that a city may only change a land use designation or zoning ordinance to a less intensive residential use if it concurrently makes changes to other parcels within the city to ensure there is no net loss in residential capacity.

B. The subject property is immediately adjacent to the Lucky Lady Casino and a portion of the property is needed for Casino parking. There is a conditional use permit on the property for parking purposes.

C. Because of the parking need, the applicant is only planning on developing approximately 2.0 acres of the property, as evidenced by the Offering Memorandum of the applicant. During the past several years, the City has developed a number of properties on R-4 and Mixed-Use Overlay zones that both allow up to 30 units per acre on parcels which are at least one-acre in size; however, the density that has been achieved by these projects has not been above 25 units per acre and most projects have been developed at approximately 21 units per acre. Based on existing development patterns, the developable portion of the subject property would have yielded approximately 50 units and development of the entire property would have yielded approximately 108 units.

D. At the same time that the City was processing the Flynt Project to change the General Plan Amendment and zoning on this site, the City was also processing an application from Melia Homes, Inc. for a General Plan Amendment and zone change, as well as other administrative entitlements to develop 4.23 acres on South Vermont Avenue in the City for an 84-unit condominium project. The Melia Evergreen Residential Project involved a General Plan Amendment and Zone Change re-designating the property from commercial to residential land uses. The City Council held a public hearing on the Melia Evergreen Residential Project on November 10, 2020, adopted Resolution No. 6480 changing the General Plan designation from General Commercial to High Density Residential that same night, and adopted Ordinance No. 1822 changing the zoning of the property from General Commercial (C-3) to High Density Residential (R-4) prior to adopting this Resolution on December 15, 2020.

E. Additionally, at the same time the City was also processing this Project to change the General Plan Amendment and zoning on this site, the City was also processing an application from The Olson Company for a General Plan Amendment and zone change, as well as other administrative approvals to develop 2.02 acres on West 141st Street with a 50-unit condominium project. The Olson project involved a General Plan Amendment and Zone Change re-designating the property to higher density residential uses. The City Council held a public hearing on the Olson Homes project on November 10, 2020, adopted Resolution No. 6482 changing the General Plan designation from Low and Medium Residential to High Density Residential that same night, and adopted Ordinance No. 1823 changing the zoning of the property from Low (R-1) and Medium Density Residential (R-3) to High Density Multiple-Family Residential (R-4) prior to adopting this Resolution on December 15, 2020. The changes allowed an additional 36 units to be built on the property over the previous land use designation and zoning.

F. Based on the above, the City Council finds:

1. Only 2.0 of the 4.59 acre parcel could be developed for housing and the subject property would have yielded development of 50 homes;
2. The Melia Homes project constitutes a concurrent change which ensures that there is no net loss in residential capacity; and
3. Even if all 4.59 acres could be developed for housing, the Melia Homes project and The Olson Company project constitute concurrent changes which ensures that there is no net loss in residential capacity.

SECTION 3. RECORD

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

SECTION 4. CUSTODIAN OF RECORD

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

SECTION 5. EFFECTIVE DATE

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

SECTION 6. NOTICE OF DETERMINATION

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

SECTION 7. CERTIFICATION

The City Clerk shall certify the passage of this resolution.

PASSED, APPROVED AND ADOPTED this ___ day of January, 2021.

TASHA CERDA, Mayor

ATTEST:

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

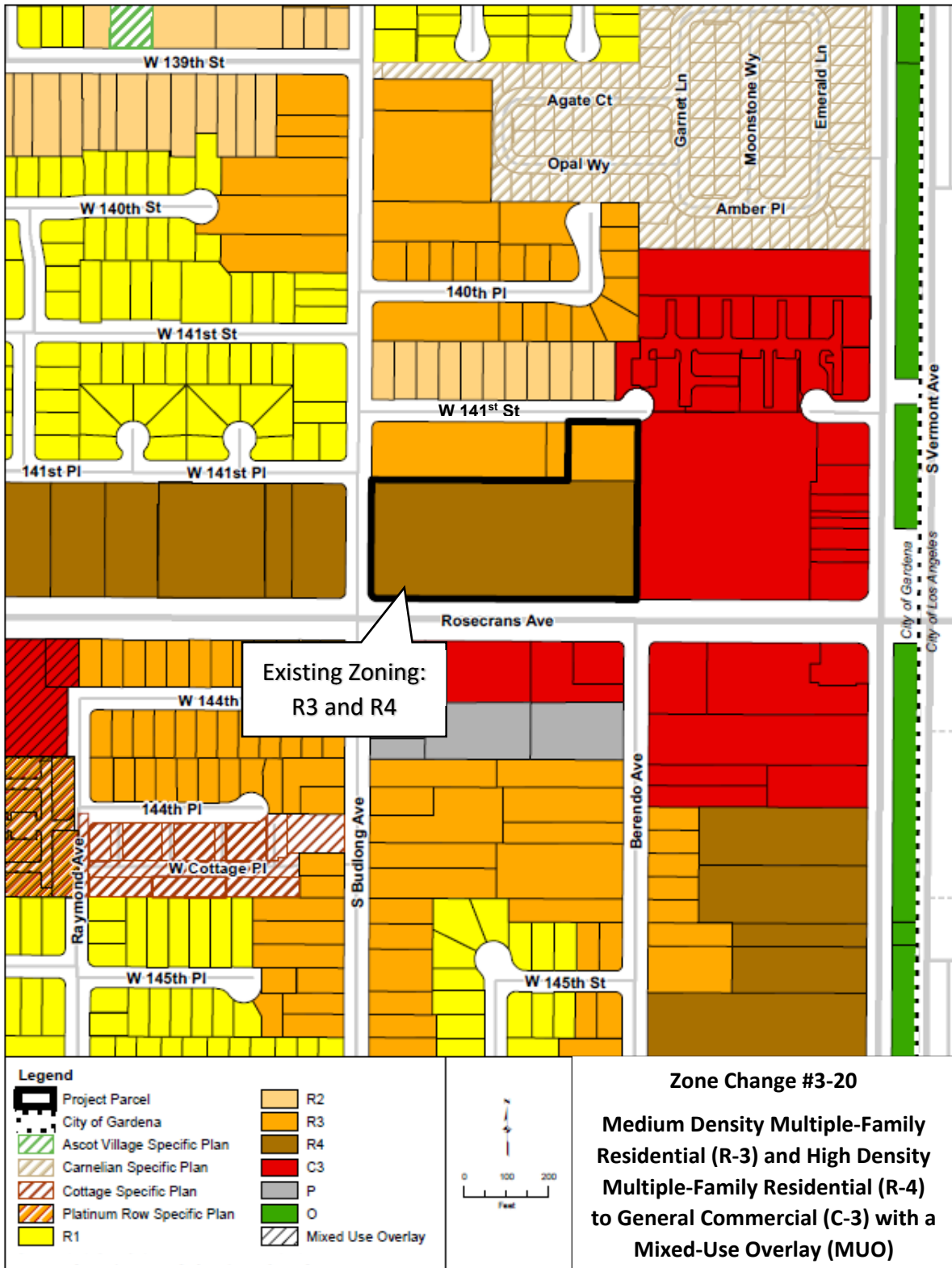


Lisa Kranitz, Assistant City Attorney

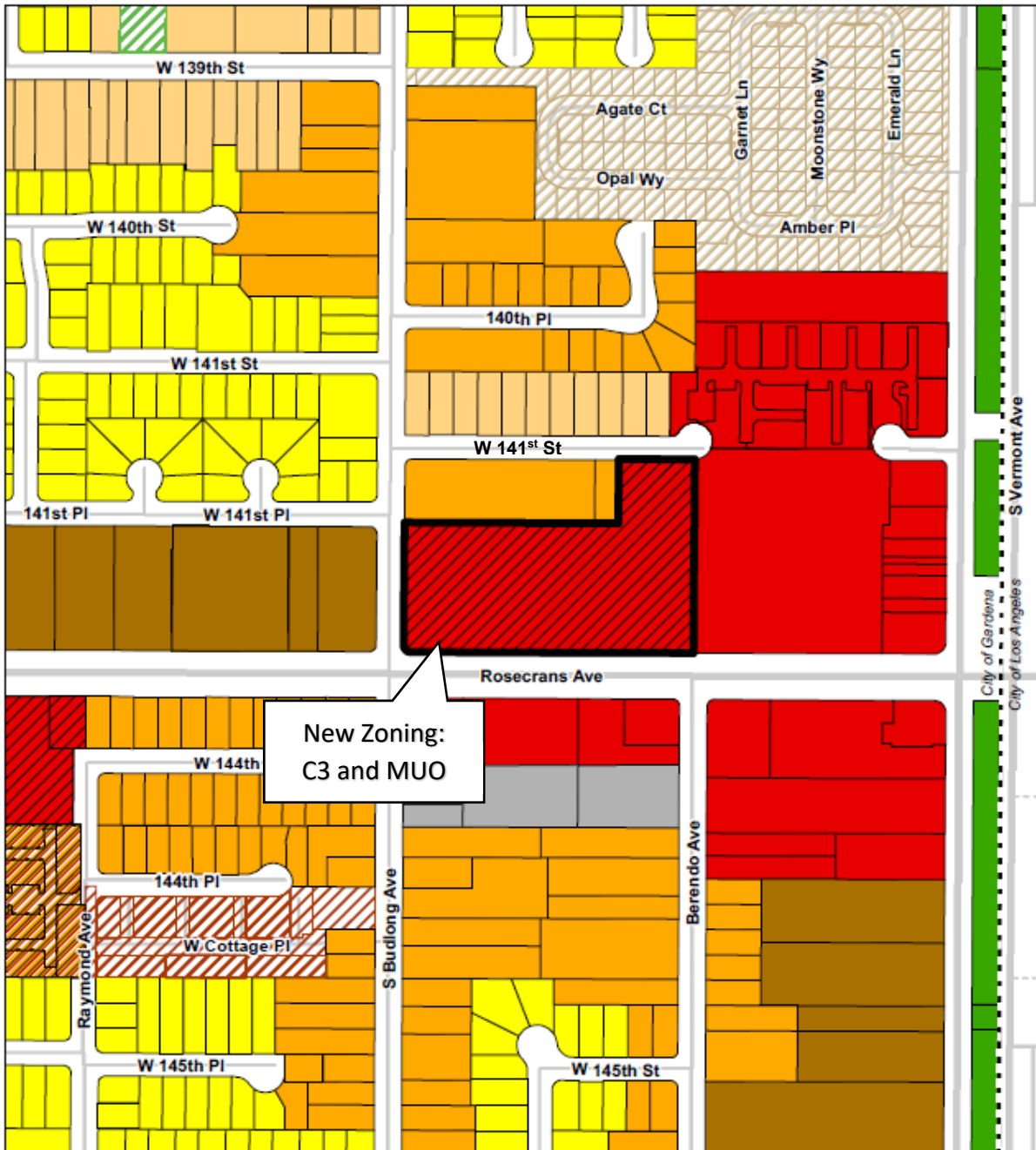
Exhibit 1 – Zone Change Map

Exhibit 1

Zone Change #3-20

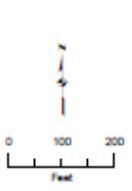


Adopted Zone Change #3-20



New Zoning:
C3 and MUO

Legend	
	Project Parcel
	City of Gardena
	Ascot Village Specific Plan
	Carnelian Specific Plan
	Cottage Specific Plan
	Platinum Row Specific Plan
	R1
	R2
	R3
	R4
	C3
	P
	O
	Mixed Use Overlay



Zone Change #3-20
Medium Density Multiple-Family Residential (R-3) and High Density Multiple-Family Residential (R-4) to General Commercial (C-3) with a Mixed-Use Overlay (MUO)