

SUSTAINABLE COMMUNITIES
ENVIRONMENTAL ASSESSMENT

1610 ARTESIA BOULEVARD PROJECT

LEAD AGENCY



City of Gardena
Amanda Acuna – Senior Planner
Community Development Department
1700 West 162nd Street
Gardena, California 90247
310.217.9593

APPLICANT



CONSULTANT

Kimley»Horn

Kimley-Horn and Associates, Inc.
Rita Garcia – Project Manager
1100 West Town and Country Road, Suite 700
Orange, California 92868
714.786.6116

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EXECUTIVE SUMMARY

Senate Bill 375

The State of California adopted Senate Bill 375 (SB 375), also known as “The Sustainable Communities and Climate Protection Act of 2008,” which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State’s 18 metropolitan planning organizations (MPOs) to incorporate a “sustainable communities strategy” (SCS) into the regional transportation plans (RTPs) to achieve their respective region’s GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various California Environmental Quality Act (CEQA) streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the Sustainable Communities Environmental Assessment (SCEA).

The Southern California Association of Governments (SCAG) is the MPO for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is SCAG’s most recent RTP/SCS. The 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how the plan will meet the region’s transportation needs between 2020 and 2045 and achieve CARB’s GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of anticipated funding for transportation projects of all transportation modes: highways, streets, roads, transit, rail, bicycle, and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies, and performance measures developed through public and stakeholder outreach sessions across SCAG’s region.

On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB’s 2035 GHG emission reduction target. SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA clearance document for “transit priority projects” (as described below) that are consistent with SCAG’s 2020-2045 RTP/SCS.

Project Overview

An application for the proposed 1610 West Artesia Boulevard Project (“Project” or “proposed Project”) has been submitted to the City of Gardena (“City”) Planning and Zoning Division (“Planning Division”) for discretionary review. The City is the Lead Agency and has determined the Project is subject to CEQA.

The Project site consists of one approximately 3.43-acre parcel (APN 6106-013-049) located at 1610 West Artesia Boulevard, between South Western Avenue and South Normandie Avenue. The Project includes the demolition of existing on site commercial and industrial uses and the development of multi-family residential housing with 300 apartment units (283 market rate units and 17 affordable units) in a six-story, podium apartment building. Various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF are proposed on levels two through six, with various amenities (i.e., two pools, a clubhouse, courtyard, fitness center, spa, golf lounge, and business center/leasing office) on the podium level, and a lounge and deck on the roof. The building’s proposed height is 84.5 feet. Additionally,



the Project proposes approximately 49,701 SF of open space, including approximately 19,597 SF of private open space and approximately 30,104 SF of common open space. The Project would be developed with 240 units at a base density of 70 dwelling units per acre (DU/AC), and 60 units considering a 25 percent density bonus, allowed for providing affordable housing in the amount of seven percent of the base density. Additionally, 507 onsite parking spaces in an on-grade parking garage with one subterranean level are proposed. Access to the Project site would be provided via one driveway on Artesia Boulevard.

Transit Priority Project (“TPP”) Criteria

SB 375 provides streamlining benefits under CEQA to TPPs. A TPP is a project that meets the following four criteria (Public Resources Code [PRC] Sections 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG’s 2020 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage, and if the project contains between 26 percent and 50 percent non-residential uses, has a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 DU/AC; and
4. Is located within 0.5 miles of a major transit stop¹ or high-quality transit corridor² included in the 2020 RTP/SCS.

Required Findings

Based on the information contained in **Section 2.0: Project Description**, **Section 3.0: SCEA Findings and Consistency**, **Section 4.0: Mitigation Measures from Prior EIRs**, **Section 5.0: Initial Study and Environmental Analysis**, and **Section 6.0: Evaluation of Environmental Impacts** of this document, the City of Gardena has determined that the Project qualifies for a SCEA, based on the following criteria:

1. The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the Project area in the 2020-2045 RTP/SCS prepared by SCAG, which is the MPO for the City. See **Section 3.1: Criterion 1** for additional information on the Project’s consistency with this finding.
2. CARB, pursuant to Government Code Section 65080, subsection (b)(2)(J)(ii), accepted SCAG’s determination that the SCS adopted by the SCAG Regional Council on September 3, 2020, would, when implemented, achieve the applicable GHG emissions reduction target for automobiles and

¹ “Major Transit Stop” is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (PRC Section 21064.3)

² “High-quality transit corridor” means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. An “existing stop along a high-quality transit corridor” may include a planned and funded stop that is included in an adopted regional transportation improvement program. (PRC Section 21155[b])



light trucks of 19 percent per capita reduction by 2035, relative to 2005 levels as established by CARB for the region.³

3. The Project qualifies as a TPP under PRC Section 21155(b) because it contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. As shown in **Exhibit 3-5: Priority Growth Areas – High-Quality Transit Areas**, the Project is located entirely within a High-Quality Transit Area in the 2020-2045 RTP/SCS.
4. The Project is a residential or mixed-use project as defined by PRC Section 21159.28(d);
5. The Project incorporates all relevant and applicable mitigation measures, performance standards, or criteria outlined in the prior environmental reports and adopted findings made under PRC Section 21081, including SCAG’s 2020–2045 RTP/SCS Program EIR. See **Section 4.0: Mitigation Measures from Prior EIRs**.
6. All potentially significant or significant effects required to be identified and analyzed pursuant to State CEQA Guidelines have been identified and analyzed in an initial study.
7. Concerning each significant effect on the environment required to be identified in the initial study, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant. Therefore, the City finds that the Project complies with the requirements of CEQA for using a SCEA as authorized under PRC Section 21155.2(b).

³ State of California Air Resources Board. (2020). Executive Order G-20-239: SCAG 2020 SCS CARB Acceptance of GHG Quantification Determination, available at: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plans-evaluations/southern-california>, accessed July 5, 2023.



1.0 INTRODUCTION

1.1 Purpose of a Sustainable Communities Environmental Assessment

The purpose of this Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed 1610 West Artesia Boulevard Project (Proposed Project; Project) in accordance with the California Environmental Quality Act (CEQA). In addition, this SCEA evaluates the Project's consistency with the Southern California Association of Government's (SCAG's) Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) adopted in September 2020, and incorporates the feasible mitigation measures, performance standards, and/or criteria from the Connect SoCal RTP/SCS Environmental Impact Report (EIR) into the Project. The SCEA form of CEQA documentation was established by SB 375 to provide streamlined environmental review for certain "Transit Priority Projects." SB 375 (Public Resources Code [PRC] Section 21155(b)) defines Transit Priority Projects ("TPPs") as a project that meets the following four criteria (PRC Sections 21155(a) and (b)):

1. Is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in SCAG's 2020 RTP/SCS;
2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
3. Provides a minimum net density of at least 20 dwelling units per acre; and
4. Is within one-half mile of a major transit stop⁴ or high-quality transit corridor⁵ included in a regional transportation plan.⁶

See **Section 3.0: SCEA Findings and Consistency**, for a discussion of the Project's consistency with the criteria listed above.

The intent of the CEQA streamlining provision is not to undercut or circumvent CEQA requirements, but rather to reduce documentation and redundancy and to provide an incentive for TPPs that are consistent with a larger effort to reduce GHG emissions by integrating transportation and land use planning. A SCEA is comparable to an Initial Study/Mitigated Negative Declaration since the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a negative declaration, the SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs, in this case, SCAG's

⁴ "Major Transit Stop" is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. (PRC Section 21064.3)

⁵ "High-quality transit corridor" means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. An "existing stop along a high-quality transit corridor" may include a planned and funded stop that is included in an adopted regional transportation improvement program. (PRC Section 21155 [b])

⁶ The Connect SoCal (2020 Regional Transportation Plan/Sustainable Communities Strategy) shows High Quality Transit Areas on Exhibit 3.8.



2020–2045 RTP/SCS Program EIR. Also, growth-inducing impacts are not required to be referenced, described, or addressed, and project-specific or cumulative impacts from cars and light-duty truck trips on global warming or the regional transportation network need not be referenced, described, or discussed. The SCEA will also incorporate applicable and feasible mitigation measures from the SCAG 2020–2045 RTP/SCS Program EIR.

1.2 Project Summary

The Project site consists of one approximately 3.43-acre parcel (APN 6106-013-049) located at 1610 West Artesia Boulevard, between South Western Avenue and South Normandie Avenue. The Project includes the demolition of existing on site commercial and industrial uses and the development of multi-family residential housing with 300 apartment units (i.e., 283 market rate units and 17 affordable units) in a six-story, podium apartment building. Various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF are proposed on levels 2 to 6, with amenities (i.e., two pools, clubhouse, courtyard, fitness center, spa, golf lounge, business center) proposed on the podium level and a lounge deck on the roof. The Project would be developed with 240 units at a base density of 70 DU/AC, and 60 units considering a 25 percent density bonus, allowed for providing affordable housing. Additionally, 507 onsite parking spaces in an on-grade parking garage with one subterranean level are proposed along with 75 bicycle spaces. Access to the Project site would be provided via one driveway on Artesia Boulevard.

1.3 Statutory Background

SB 375 amended the CEQA regulations to add Chapter 4.2, Implementation of the Sustainable Communities Strategy (PRC Section 21155 et seq.), which provides CEQA exemptions for Sustainable Community Projects and streamlined CEQA analysis for TPPs. One such streamlining provision is the SCEA, the provisions of which are specified primarily in PRC Section 21155.2. PRC Section 21155.2(a) states that if a TPP incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted findings made pursuant to PRC Section 21081, then it shall be eligible for a SCEA. For a detailed analysis of the Project’s compliance with SCEA statutory requirements, see **Section 3.0: SCEA Findings and Consistency**.

1.4 SCEA Process and Streamlining Provisions

The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the TPP, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR, in this case, SCAG’s 2020–2045 RTP/SCS Program EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.



3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. The SCEA is not required to include an analysis of alternatives because like a negative declaration or mitigated negative declaration, the SCEA can only be used if there are no significant impacts that need to be reduced or eliminated through project alternatives.
5. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.
6. The SCEA may be approved by the lead agency after the lead agency conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following applies:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
7. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 Organization of the SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

Executive Summary. This chapter provides a summary of SB 375, the TPP criteria, a Project summary, a summary of the environmental analysis and conclusions, and a table containing the mitigation measures proposed.

Section 1.0: Introduction. This chapter provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

Section 2.0: Project Description. This chapter provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.

Section 3.0: SCEA Findings and Consistency. This chapter includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California PRC Sections 21155.2 and 21159.28(a).

Section 4.0: Mitigation Measures from Prior EIRs. This chapter identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Programs (MMRP) for SCAG's 2016–2040 RTP/SCS Program EIR, SCAG's 2020–2045 RTP/SCS Program EIR, and the Burbank General Plan Program EIR, and a discussion of the applicability of the mitigation measures to the Project.



Section 5.0: Initial Study and Environmental Analysis. This section contains the completed Initial Study Checklist and assesses the significant level under each environmental impact category.

Section 6.0: Evaluation of Environmental Impacts. Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Appendices. Includes various documents, technical reports, and information used in preparation of the SCEA.



2.0 PROJECT DESCRIPTION

2.1 Project Location

The 1610 West Artesia Boulevard Project (Project) site is in the County of Los Angeles (County), approximately 8.8 miles south of downtown Los Angeles, in the southern portion of the City of Gardena (City), at 1610 West Artesia Boulevard; see **Exhibit 2-1: Regional Vicinity Map**.

The approximately 3.43-acre Project site is comprised of one parcel (APN 6106-013-049) along West Artesia Boulevard (an arterial street) generally situated between South Normandie Avenue and South Western Avenue; see **Exhibit 2-2: Local Vicinity Map**.

2.2 Environmental Setting

The City encompasses approximately six square miles in the County's South Bay region and is bordered by the City of Hawthorne and unincorporated County lands to the north, the cities of Los Angeles and Torrance to the south, the City of Los Angeles to the east, and unincorporated County lands and the cities of Hawthorne and Torrance to the west. Gardena is an urbanized city with a range of residential densities, although low-density residential uses predominate. The City also contains a mix of retail, commercial, office, and industrial uses. The Project site is in an urbanized area with surrounding industrial, commercial, and residential land uses.

Three major freeways provide regional access to the Project site: Gardena Freeway (State Route [SR] 91) is oriented east to west immediately north of the Project site; San Diego Freeway (Interstate [I] 405) is approximately 0.8 mile south of the Project site; and the Harbor Freeway (I-110) is approximately 1.15 miles east of the Project site. Local access to the Project site is provided by South Normandie Avenue to the east and South Western Avenue to the west.

The Project will be served by a network of regional and local bus transit options. Specifically, the Project site is served by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on both the north and south side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection (approximately 1,056 feet and 1,005 feet west of the Project site, respectively). The LA Metro Line 344 serves the Project site via bus stops on the intersections of (i) West Artesia Boulevard and South Western Avenue (approximately 1,068 feet west of the Project site) and (ii) West Artesia Boulevard and South Normandie Avenue (approximately 1,682 feet to the east of the Project site). Torrance Transit Line 13 serves the Project site via two bus stops on East and West Artesia Boulevard immediately north of the Project site. Pedestrian access to the Project site is provided via sidewalks along West Artesia Boulevard, South Normandie Avenue, and South Western Avenue. The Harbor Gateway Transit Center, which provides access to several local and express bus lines, including GTrans Lines 2; Torrance Transit Route 1, 4X, 6, and 13, is located at 731 West 182nd Street, approximately 0.9 miles southeast of the Project site. GTrans Line 2 provides fixed bus route serve with service intervals no longer than 15 minutes during peak commute hours.

2.2.1 EXISTING ONSITE LAND USES

As shown on **Exhibit 2-2**, the Project site is currently developed with two, one-story commercial and industrial buildings totaling approximately 39,510 square feet (SF), an associated surface parking lot, and



landscaping along West Artesia Boulevard. **Table 2-1: Existing Onsite Structure Summary** summarizes the existing onsite land uses, and indicates approximately 39,510 SF of floor area.

Table 2-1: Existing Onsite Structure Summary

Parcel	Assessor's Parcel Number ¹	Parcel Size (Acres) ¹	Building Number/Address	Year Built ²	Floor Area (SF)
1	6106-013-049	3.43	Building 1 Commercial Uses, 7,475 SF ² Building 1 Industrial Uses, 11,085 SF	1979	18,560 ³
			Building 2 1610 West Artesia Boulevard	1979	20,950 ³
	<i>Total</i>	<i>3.43</i>			<i>39,510</i>

Notes:

1. ParcelQuest. (January 2021). Assessor Data. Retrieved from: <https://pqweb.parcelquest.com/#home>.
2. Amanda Acuna Personal Communication (Email), December 15, 2023.
3. Approximate total floor area. Assumed to be 100 percent occupied.

2.2.2 EXISTING ONSITE GENERAL PLAN AND ZONING

The Gardena General Plan (General Plan) designates the Project site as Very High Density Residential, which provides for a compact, multi-family living environment and a residential density range of 51-70 dwelling units per acre (DU/AC).⁷ **Exhibit 2-3: Zoning Map** depicts the Project site and surrounding area's zoning and indicates the Project site is zoned Very High Density Multi-Family Residential Zone (R-6), which is intended as the highest density residential district for apartments and condominiums. Gardena Municipal Code (GMC) Chapter 18.18A, Very High Density Multifamily Residential Zone (R-6), specifies the R-6 Zone's permitted and prohibited uses, and development standards, and GMC Chapter 18.42, *General Provisions*, specifies additional provisions for residential uses.

2.2.3 SURROUNDING LAND USES

The surrounding land uses, General Plan land use designations, and zoning are summarized in **Table 2-2: Surrounding Land Uses**, and depicted on **Exhibit 2-3**.

Table 2-2: Surrounding Land Uses

Description	Existing Land Use	General Plan Designation	Zoning ¹
North (across Artesia Blvd.)	Commercial and Single-Family Residential	Specific Plan, Medium Density Residential, and Commercial	Gardena Village Specific Plan, Medium Density Multi-Family Residential (R-3), and General Commercial (C-3)
South	Dominguez Channel	Very High Density Residential, and Public Institutional	Very High Density Multi-Family Residential (R-6), and Office (O)
East	Residential/Commercial	Artesia Mixed Use	Artesia Mixed Use (AMU)

⁷ City of Gardena. (2006, Updated February 2023). *Gardena General Plan 2006*. page LU-13. Gardena, CA: City of Gardena. Retrieved from: <https://cityofgardena.org/wp-content/uploads/2023/03/Land-use-Plan-2023-Update-FINAL.pdf>, accessed June 2023.

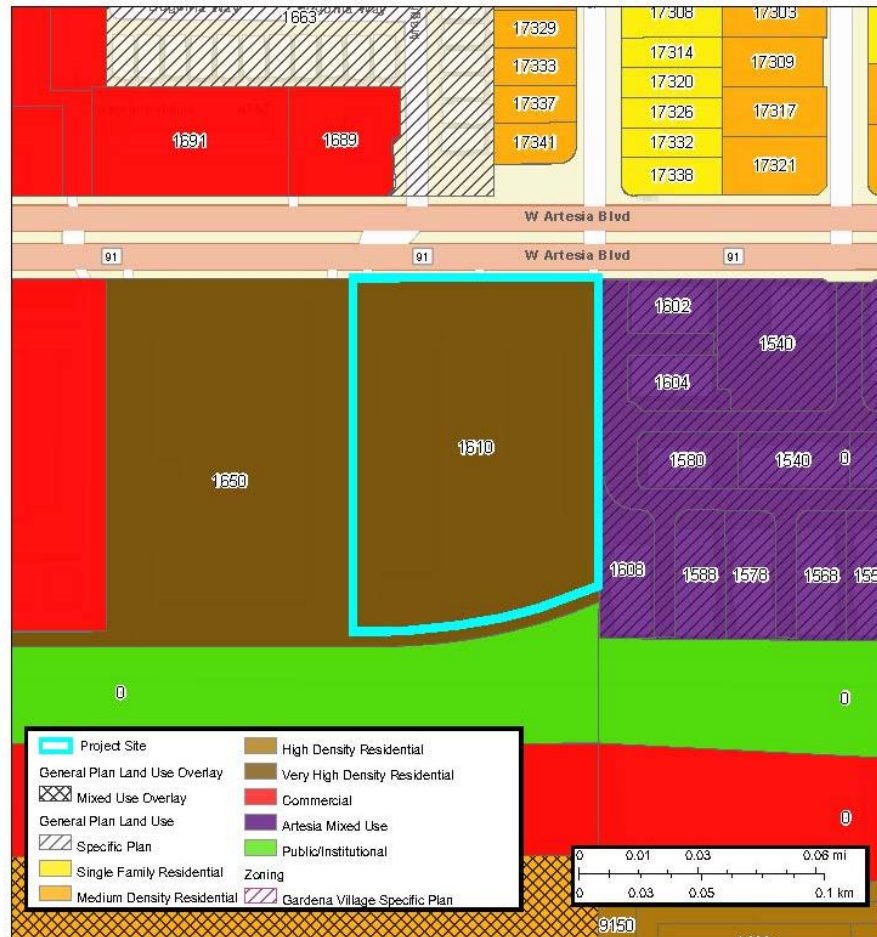


Description	Existing Land Use	General Plan Designation	Zoning ¹
West	Industrial/Commercial	Very High Density Residential	Very High Density Multi-Family Residential (R-6) and General Commercial (C-3)

Notes:

1. City of Gardena General Plan and Zoning Map Viewer, available at: <https://cityofgardena.maps.arcgis.com/apps/webappviewer/index.html?id=d00dce8305304a68829a39dc9d700dac>.

Figure 2-1: General Plan Land Use Designations





2.3 Project Characteristics

2.3.1 PROJECT OVERVIEW

The Project would demolish existing uses and redevelop an approximately 3.43-acre property into a multi-family residential development with 300 apartment units (283 market rate units and 17 affordable units) in a six-story, podium apartment building. **Exhibit 2.4A: Conceptual Site Plan – Basement Level** through **Exhibit 2.4G: Conceptual Site Plan – Level 6** depict the Project’s Conceptual Site Plan by level. As shown in **Table 2-3: Residential Unit Summary**, various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF are proposed on levels two to six, with various amenities (i.e., two pools, clubhouse, courtyard, fitness center, spa, golf lounge, and business center) proposed on the podium level and a lounge and deck on the roof. The building’s proposed height is 84.5 feet. Additionally, the Project proposes approximately 49,701 SF of open space, including approximately 19,597 SF of private open space and approximately 30,104 SF of common open space.

Table 2-3: Residential Unit Summary

Dwelling Unit Type	Total Units	Unit Mix Percentage ¹
Studio	55	18
1 Bedroom	151	50
2 Bedroom	94	31
Total	300	100
Notes:		
1. Rounded to the nearest percent.		
Source: TCA Architects, February 14, 2024		

The Project proposes 240 DU at a base density of 70 DU/AC, and 60 DU considering a 25 percent density bonus, allowed for providing affordable housing.⁸ Additionally, 507 onsite parking spaces in an on-grade parking garage with one subterranean level are proposed.

The buildings would have a contemporary modern architecture style and would be subject to compliance with the development standards and provisions contained in GMC Chapter 18.18A, *Very High Density Multifamily Residential Zone (R-6)*, and GMC Chapter 18.42, *General Provisions*, concerning site design, massing and articulation, exterior surfaces, roofs, windows, entries, trellises, and projections; see **Exhibit 2-5: Representative Elevations**.

Table 2-4: Land Use Summary - Proposed Project, summarizes the existing and proposed development according to land use type. As indicated in **Table 2-4**, it is assumed all approximately 39,510 SF of existing land uses (approximately 7,475 SF of commercial uses and approximately 32,035 SF of industrial uses) would be removed and replaced with the proposed residential development. Therefore, this analysis will evaluate the removal of 39,510 SF of commercial and industrial uses, and construction and operations of 300 DU.

⁸ Under the State Density Bonus Law, the Project is entitled to a 25 percent density bonus through the provision of seven percent very-low-income units, as well as one concession/incentive, and an unlimited number of waivers from development standards that would physically preclude construction of the Project at its sought density.



Table 2-4: Land Use Summary - Proposed Project

Description	Existing ¹ (Square Feet)	Proposed Project ²	
		(Square Feet)	(Dwelling Units)
Commercial to be Removed ³	-7,475	-	-
Industrial to be Removed ³	-32,035		
Project - Apartment Building (Residential) ⁴	-	363,246	300
Project – Apartment Building (Parking Garage)	-	224,687	-
Project Total	-39,510	+548,423	+300
Notes:			
1. See Table 2-1 .			
2. TCA Architects, February 14, 2024.			
3. Data provided by the City on 12/15/23 via email.			
4. Includes amenities.			

2.3.2 LANDSCAPING

The Project would be subject to compliance with the development standards contained in GMC Section 18.42.075, *Landscape Regulations*, which includes requirements concerning plants, landscape maintenance, nonplanted areas, and sculptures. **Exhibit 2-6: Conceptual Landscape Plan** depicts the Project’s proposed landscaping plan. The Project proposes to remove approximately 43 trees and plant 103 trees throughout the Project site. Common area landscaping would be provided throughout the proposed courtyard on level two and the roof deck on level six. Landscaping would also be provided along the Project site’s perimeter on level one.

2.3.3 LIGHTING, SECURITY, AND SIGNAGE

Pursuant to GMC Section 18.42.150, *Security and Lighting Plan*, and GMC Section 18.42.120, *Residential Criteria* requirements, the Project would include a complete security and lighting plan to ensure that safety and security issues are addressed in the development’s design. The lighting plan would be required to demonstrate an average of one footcandle for all public and common areas. Further, all Project entries, parking areas, trash enclosures, outdoor areas, and pedestrian pathways would include dusk to dawn lighting for safety and security. The security lighting would not be directed beyond the Project site’s property line pursuant to GMC Section 18.42.150 requirements.

2.3.4 SUSTAINABILITY FEATURES

The Project proposes energy-saving and sustainable design features pursuant to California Code of Regulations Title 24 (California Building Standards Code) requirements (i.e., Title 24 Part 3- California Electrical Code, Title 24 Part 5 – California Plumbing Code, Title 24 Part 6 – California Energy Code, and Title 24 Part 11 – California Green Building Standards (CALGreen Code)). Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy-efficient HVAC systems. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. Bicycle parking spaces would be provided on the Project site pursuant to GMC Section 18.18A.040(I)(4), *Development Standards*, requirements. In addition, at least 10 percent of the total onsite parking spaces would be electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 electric vehicle supply equipment (EVSE).



2.3.5 PARKING AND CIRCULATION

Parking and access are depicted in **Exhibit 2-4A** and **Exhibit 2-4B**. Access to the Project site would be provided via one driveway on Artesia Boulevard. A total of 507 onsite parking spaces would be provided in an on-grade parking garage with one subterranean level. The on-grade parking garage would contain 183 parking spaces (i.e., 175 standard, and eight accessible) and the subterranean level would contain 324 parking spaces (i.e., 319 standard, and five accessible). Of the 507 parking spaces, 468 would be for residents and 39 would be for guests. The Project site would provide 75 long-term bicycle parking spaces located with the ground level of the building and 4 short-term spaces located along Artesia Boulevard. In compliance with state and local law, parking will be unbundled from the units, meaning that charges for parking spaces are not included in rent.

2.3.6 CONSTRUCTION

Project construction is proposed to occur over approximately 27 months beginning in Summer 2024 and ending Fall 2026. Approximately 60,000 cubic yards of export are anticipated. The final grading plan would be reviewed and approved by the City prior to grading permit issuance.

2.4 Agreements, Permits, and Approvals

The City, as Lead Agency for the Project, has discretionary authority over the Project. To implement the Project, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- **Site Plan Review (SPR No. 7-23):** Approve the development's design pursuant to GMC Section 18.44, *Site Plan Review*.
- **Density Bonus/Affordable Housing Agreement:** To guarantee approximately six percent affordable housing for a period of 55 years pursuant to GMC Chapter 43, *Density Bonus and Other Incentives*. Under the State Density Bonus Law, the Project is entitled to a 25 percent density bonus through the provision of seven percent very-low-income units, as well as one concession/incentive, and an unlimited amount of waivers from development standards that would physically preclude Project construction at its sought density (including the density bonus). The Applicant is requesting two waivers from the following development standards:
 - Height. GMC Section 18.18A.040(G), *Maximum Building Height*, provides that multi-family residential projects permitted in the R-6 zone must be 40 feet tall if any portion of the development is within 20 feet of a property zoned R-1 or R-2, or a property line abutted a collector or local street. If not, the maximum height permitted is 75 feet. Here, the Project is not located within 20 feet of an R-1 or R-2 property, nor a collector or local street. Therefore, the applicable height standard is 75 feet. The Applicant requests a waiver pursuant to the State Density Bonus Law to construct the Project at 84.5 feet.
 - Storage Space. GMC Section 18.18A.040(H), *Storage Space*, requires "eighty continuous cubic feet of private secure storage space...for each dwelling unit with a minimum dimension of two feet in any direction." As applied, the GMC would require the Project to provide 80 cubic feet (cf) of private secured storage space for all 300 units (i.e., 24,000 cf of storage space). The Applicant requests a waiver from this standard pursuant to the State Density Bonus Law and currently proposes to provide 124 storage spaces totaling 11,520 cf of storage space).



- Massing. GMC 18.42.120(B)(1), *Massing and Articulation*, requires variations in wall plane (projection or recess) of a minimum of two feet are required for a minimum of twenty-five percent of all facades of first and second stories of residential buildings. The Project's design endeavors to meet the intent of this design standard by providing significant massing breaks along Artesia Boulevard where feasible, including at the project entry.
- Windows. GMC 18.42.120.F.1, *Windows*, requires all windows must be recessed by a minimum of four inches or be surrounded by molding at least three and one-half inches wide and projecting from the wall not less than three-quarters of an inch. The Applicant requests a waiver from this standard pursuant to the State Density Bonus Law and currently proposes to provide 2" window recesses at prominent façade locations to provide visual interest.

Additionally, the Developer is requesting reduced parking standards. Under the Density Bonus law, a developer may request, and the city shall not require a vehicle parking ratio that is more than 1 space/unit for studio and 1 bedroom units and 1.5 spaces/unit for 2-3 bedroom units. These ratios include guest parking spaces. Based on these requirements, Developer would only be required to provide a total of 339 parking spaces. Developer has exceeded this requirement by providing 507 spaces, 39 of which will be allocated for guest spaces.

- **Other Permits:** Construction-related ministerial approvals (e.g., Grading Permit, Building Permit); and
- **Environmental Assessment (EA No. 21-23):** Sustainable Communities Environmental Assessment (SCEA)

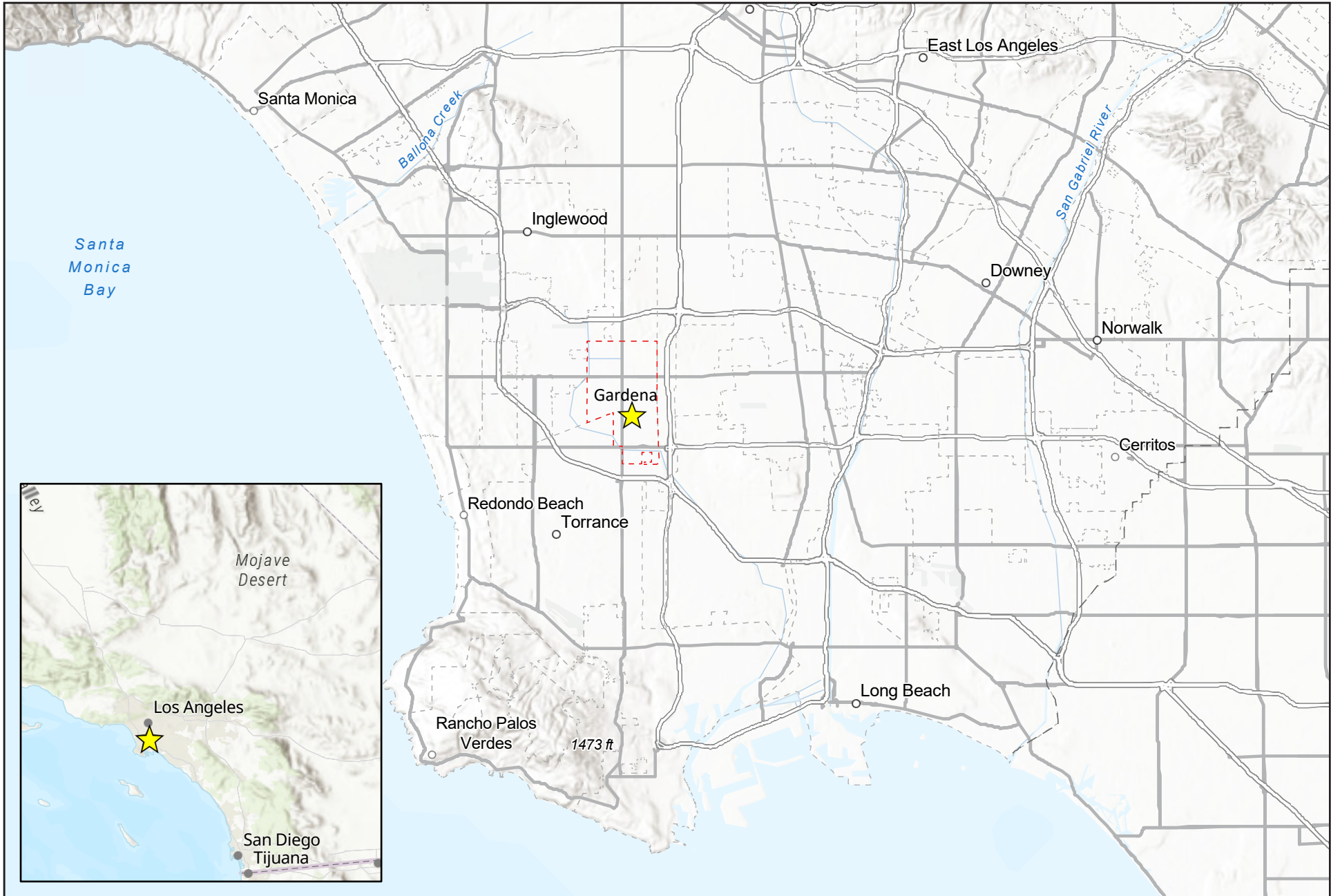


EXHIBIT 2-1: REGIONAL VICINITY MAP
1610 Artesia Boulevard Project



EXHIBIT 2-2: LOCAL VICINITY MAP
 1610 Artesia Boulevard Project

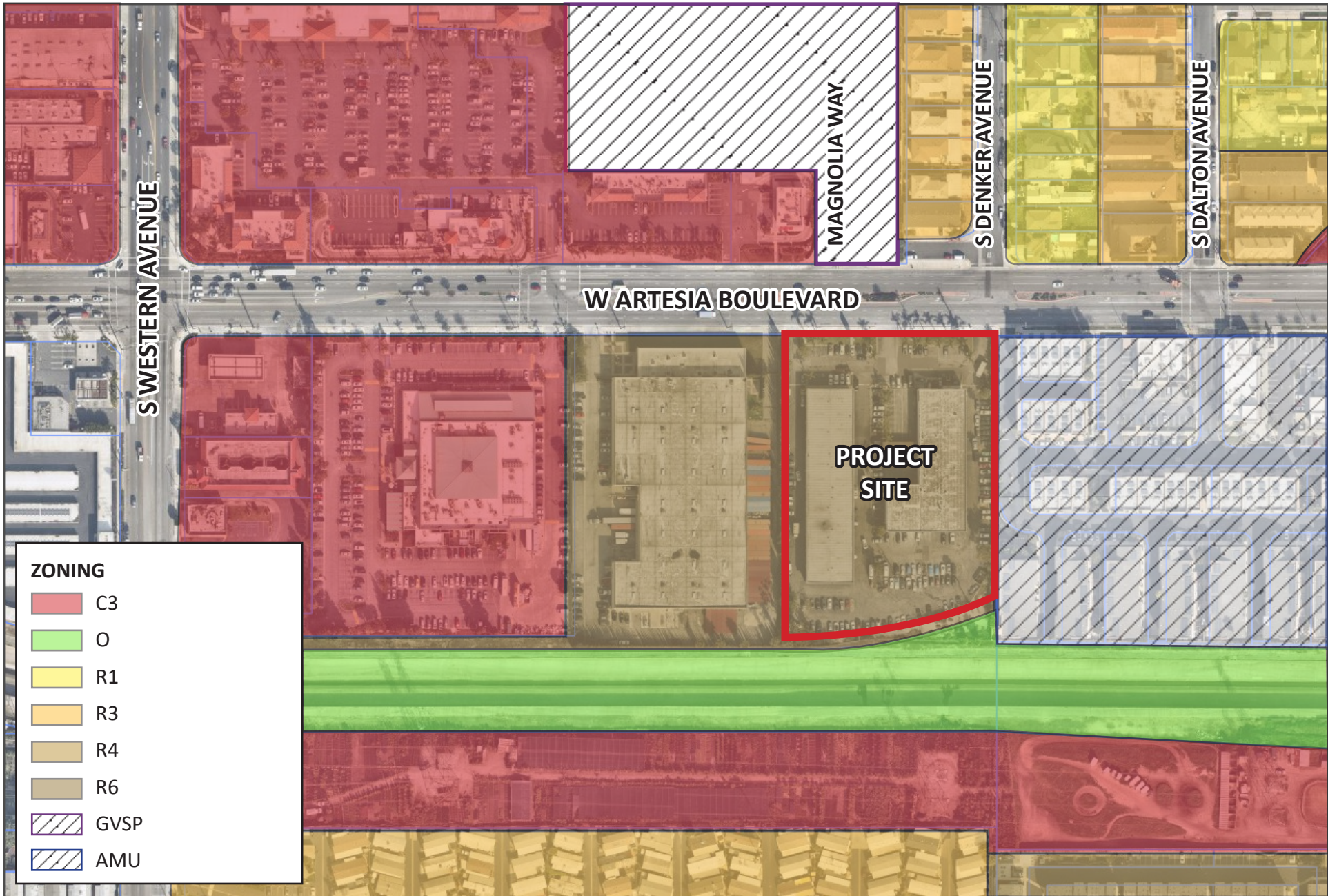
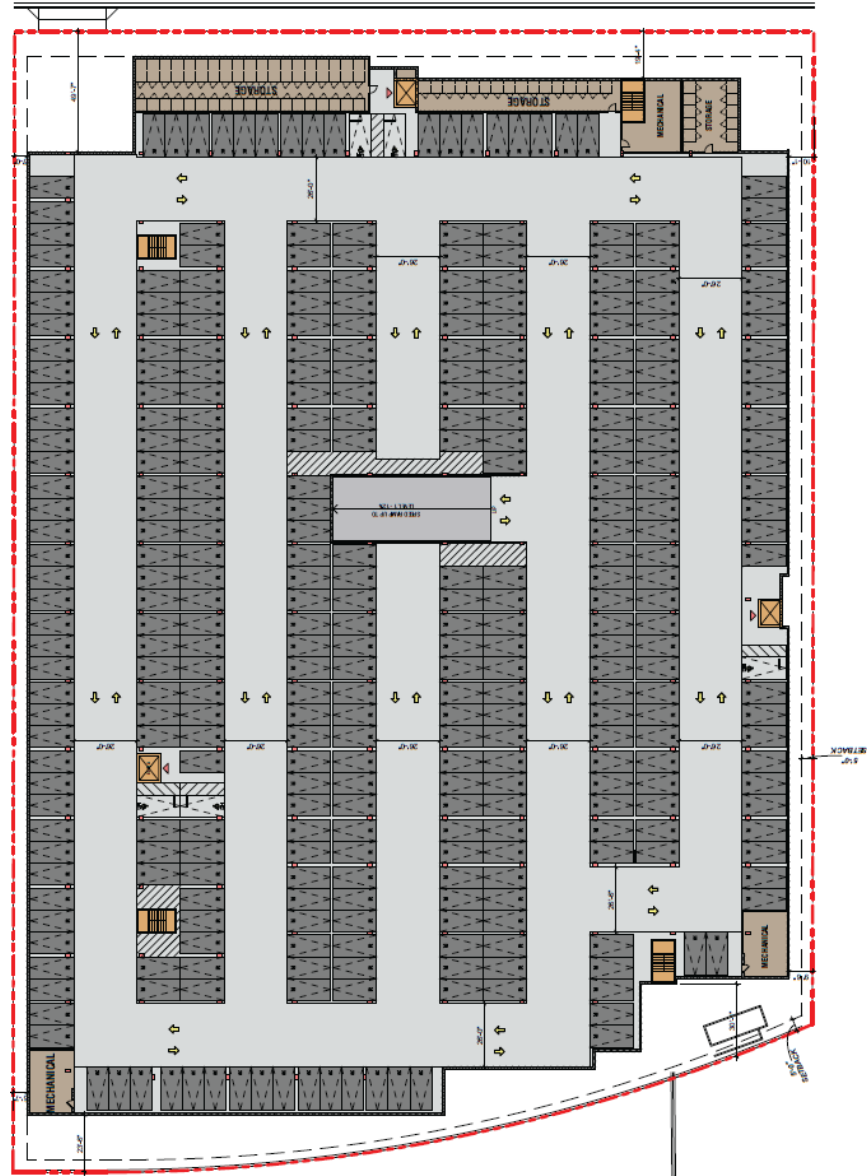


EXHIBIT 2-3: ZONING MAP
 1610 Artesia Boulevard Project


 NOT TO SCALE

ARTESIA BLVD.



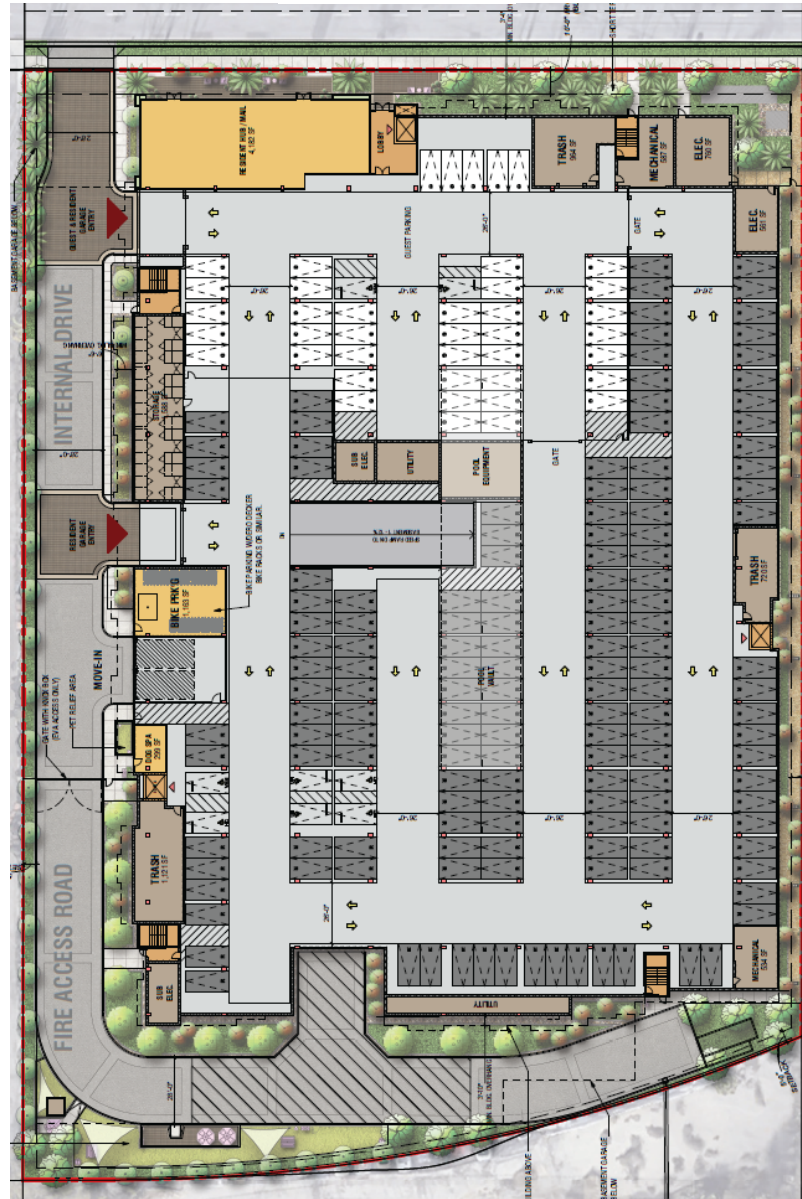
KEY

- RESIDENTIAL VERT. CIRC.
- PARKING
- BOH

Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4A: CONCEPTUAL SITE PLAN - BASEMENT LEVEL
1610 Artesia Boulevard Project

ARTESIA BLVD.



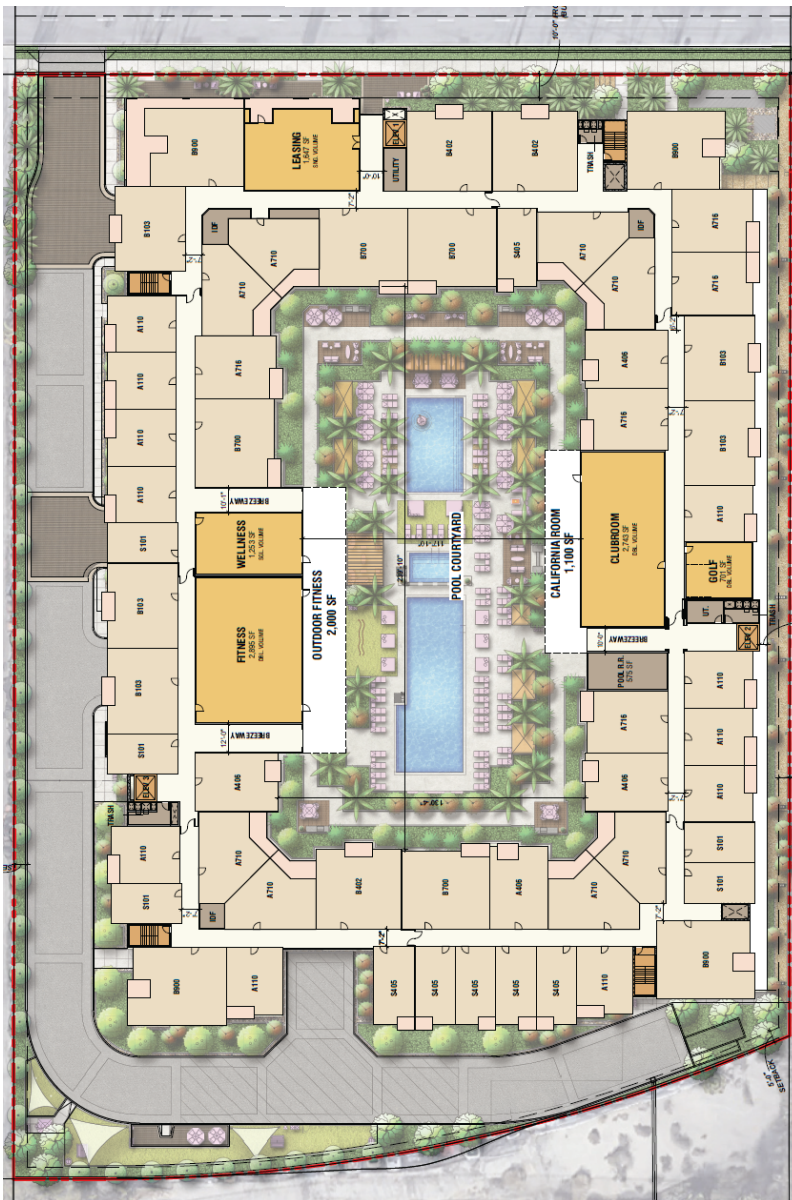
KEY

- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- PARKING
- BOH

Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4B: CONCEPTUAL SITE PLAN - GROUND LEVEL
 1610 Artesia Boulevard Project

ARTESIA BLVD.



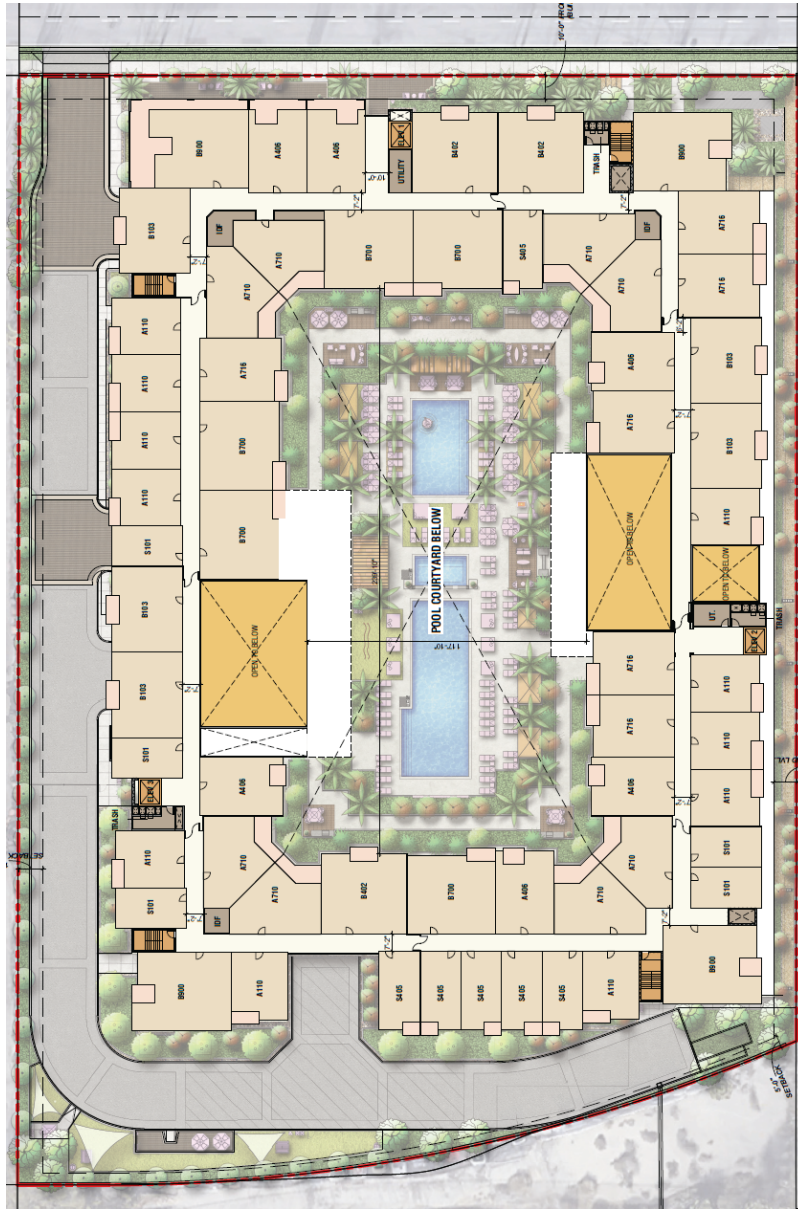
KEY

- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- BOH




Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4C: CONCEPTUAL SITE PLAN - LEVEL 2
 1610 Artesia Boulevard Project

ARTESIA BLVD.



KEY

-  LOBBY / LEASING / AMENITY
-  RESIDENTIAL VERT. CIRC.
-  BOH

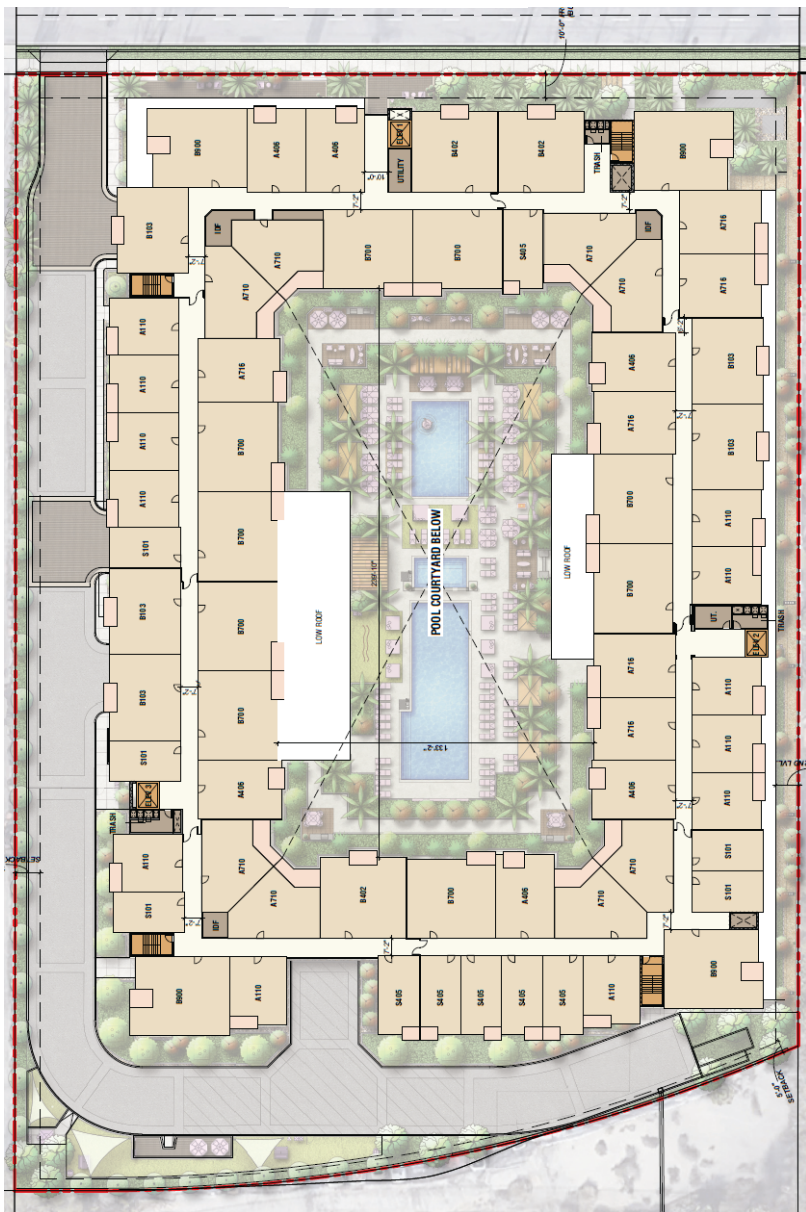
Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4D: CONCEPTUAL SITE PLAN - LEVEL 3
1610 Artesia Boulevard Project





NOT TO SCALE

Kimley»Horn

ARTESIA BLVD.



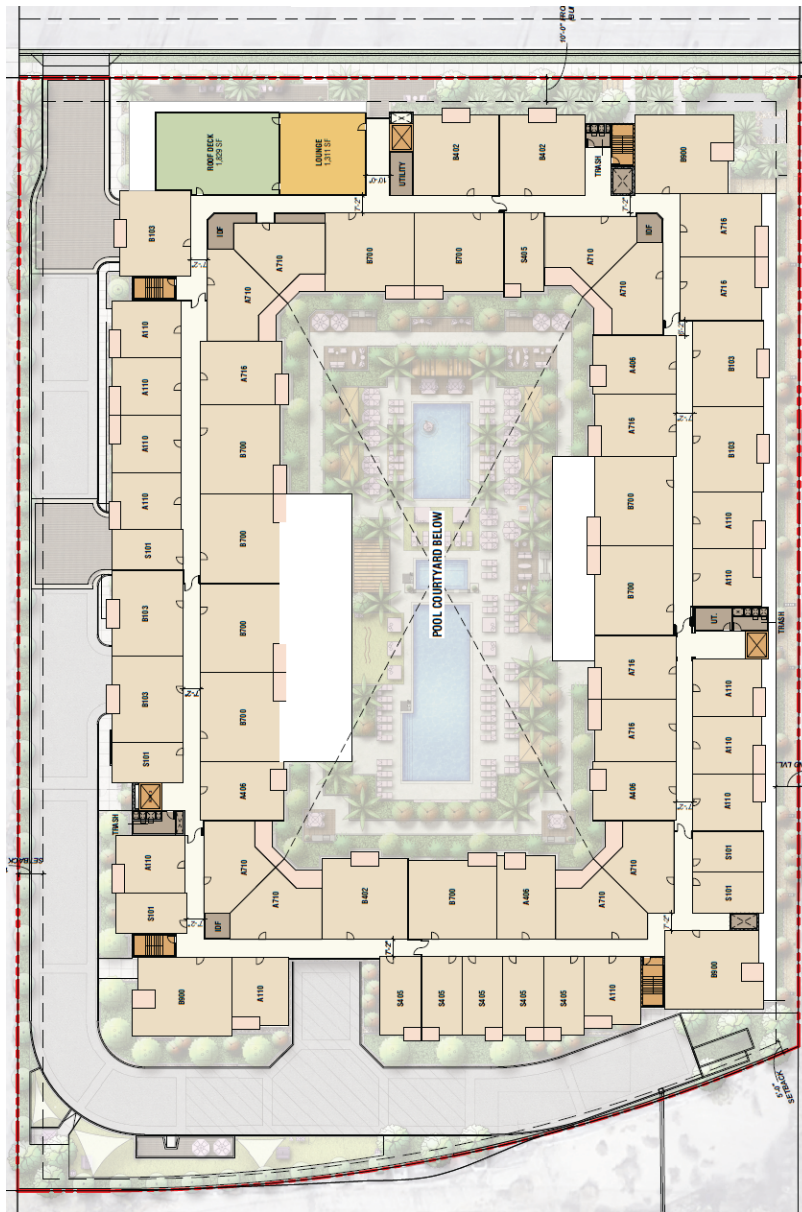
KEY

-  LOBBY / LEASING / AMENITY
-  RESIDENTIAL VERT. CIRC.
-  BOH

Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4E: CONCEPTUAL SITE PLAN - LEVEL 4
1610 Artesia Boulevard Project

ARTESIA BLVD.



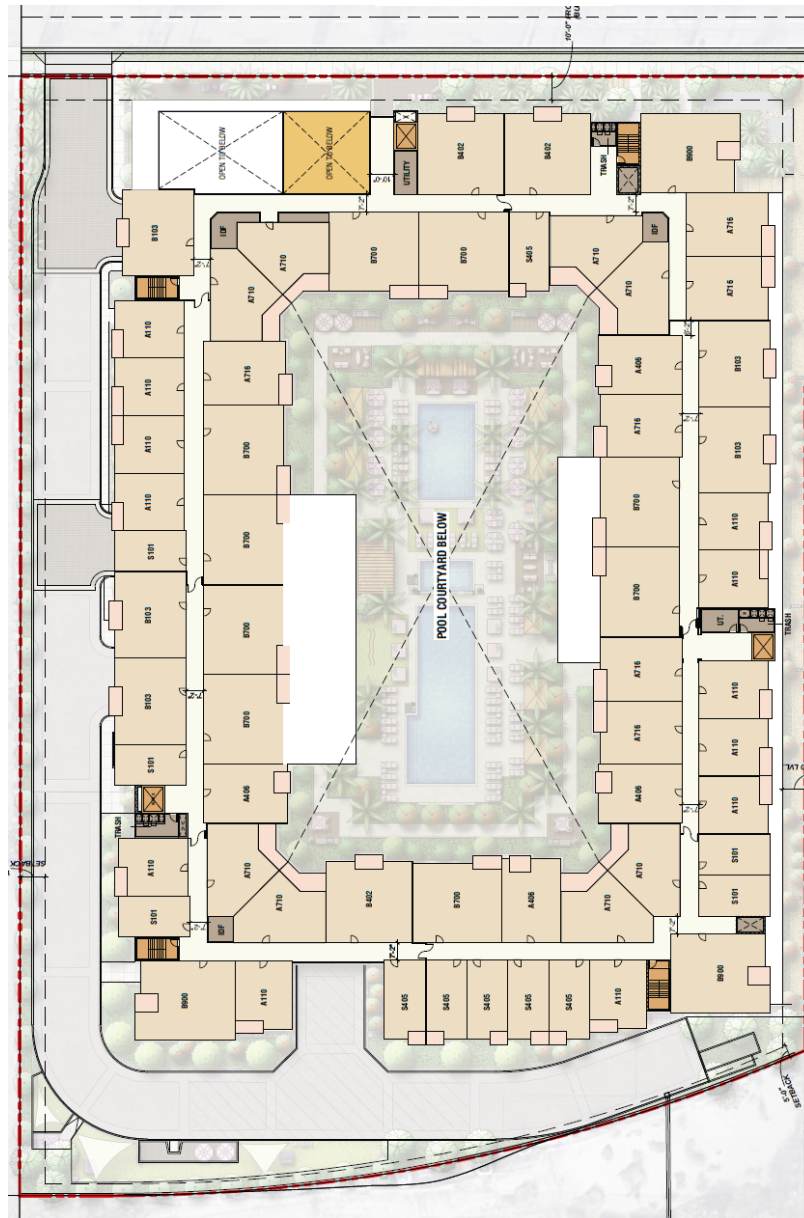
KEY

- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- COMMON OPEN SPACE
- BOH

Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4F: CONCEPTUAL SITE PLAN - LEVEL 5
 1610 Artesia Boulevard Project

ARTESIA BLVD.



KEY

- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- BOH

Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2.4G: CONCEPTUAL SITE PLAN - LEVEL 6
 1610 Artesia Boulevard Project


 NOT TO SCALE

Kimley»Horn



2) PERSPECTIVE VIEW FROM ARTESIA BLVD.
*PLAN OSCALPING IN RENDER IS CONCEPTUAL AND MAY NOT REPRESENT THE ACTUAL PLAN TING OR LOCATION.

- MATERIAL LEGEND:**
- CP-1: CEMENTITIOUS PANEL
 - FB-1: FACE BRICK VENEER
 - P-1: EXTERIOR PLASTER
 - SF-1: STORE-FRONT
 - W-1: VINYL WINDOWS
 - A-1: METAL AWNING
 - R-1: METAL RAILING
 - GR-1: GLASS RAILING
 - G-1: GARAGE SCREENS
 - SN-1: PROPOSED SIGN LOCATIONS



Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2-5: REPRESENTATIVE ELEVATIONS
 1610 Artesia Boulevard Project

ARTESIA BLVD.



Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 2-6: CONCEPTUAL LANDSCAPE PLAN
1610 Artesia Boulevard Project



3.0 SCEA FINDINGS AND CONSISTENCY

As discussed in **Section 1.0: Introduction**, a SCEA may be prepared for a project that (1) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a SCS (see PRC Section 21155[a]) and (2) is a “transit priority project” (TPP) (as defined in PRC Section 21155[b]). As further described below, the Project meets these criteria and, thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under CEQA. Specifically, PRC Section 21155(b) applies to a project that:

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the CARB has accepted a metropolitan planning organization’s determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the GHG emission reduction targets established by CARB;
2. Is a TPP in that the project meets the following criteria:
 - a. Contains at least 50 percent residential use, based on total building square footage, and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
 - b. Provides a minimum net density of at least 20 units per acre; and
 - c. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a RTP/SCS.

As discussed below, the Project qualifies as a TPP and meets the qualifying criteria pursuant to PRC Section 21155 as outlined above.

3.1 Criterion 1

The Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in either a sustainable communities strategy or an alternative planning strategy.

SCAG’s 2020-2045 RTP/SCS includes strategies for accommodating projected population, household, and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with reduced dependence on automobiles and an increase in growth of walkable, mixed-use communities and High-Quality Transit Areas (HQTAs). The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support the implementation of sustainable policies, and promote a green region.

As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, Transit Priority Areas (TPAs), HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only four percent of the region’s total land area, but the implementation of SCAG’s growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region’s resource areas.



- **Job Centers:** Areas with denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.
- **Transit Priority Areas:** An area within one-half mile of existing or planned major transit stops in the region. A ‘major’ transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or a rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where Transit Oriented Developments (TODs) can be realized – where people can live, work, and play in higher-density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. According to the 2020-2045 RTP/SCS, focusing on regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.
- **High-Quality Transit Areas:** An area within one-half mile of a well-serviced existing or planned transit stop or transit corridor with 15-minute or better service frequency (headways) during peak commute hours. Like TPAs, HQTAs are places where vibrant TOD can be realized and are a cornerstone of land use planning best practices in the SCAG region. HQTAs represent under three percent of the region’s acreage but are projected to be home to over 51 percent of new households between 2016 and 2045. Infrastructure investments that support walkable, compact communities that integrate land use and transportation planning for a better functioning built environment are essential within HQTAs. Active transportation and new developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character while providing a balance of housing choices.
- **Neighborhood Mobility Areas:** Areas that focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways, and other destinations. NMAs are PGAs with robust residential to non-residential land use connections, high roadway intersection densities, and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center-focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban, and rural settings is encouraging “walkability,” active transportation, and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility, and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to “walkable” and destination-rich neighborhoods to more people in the future.



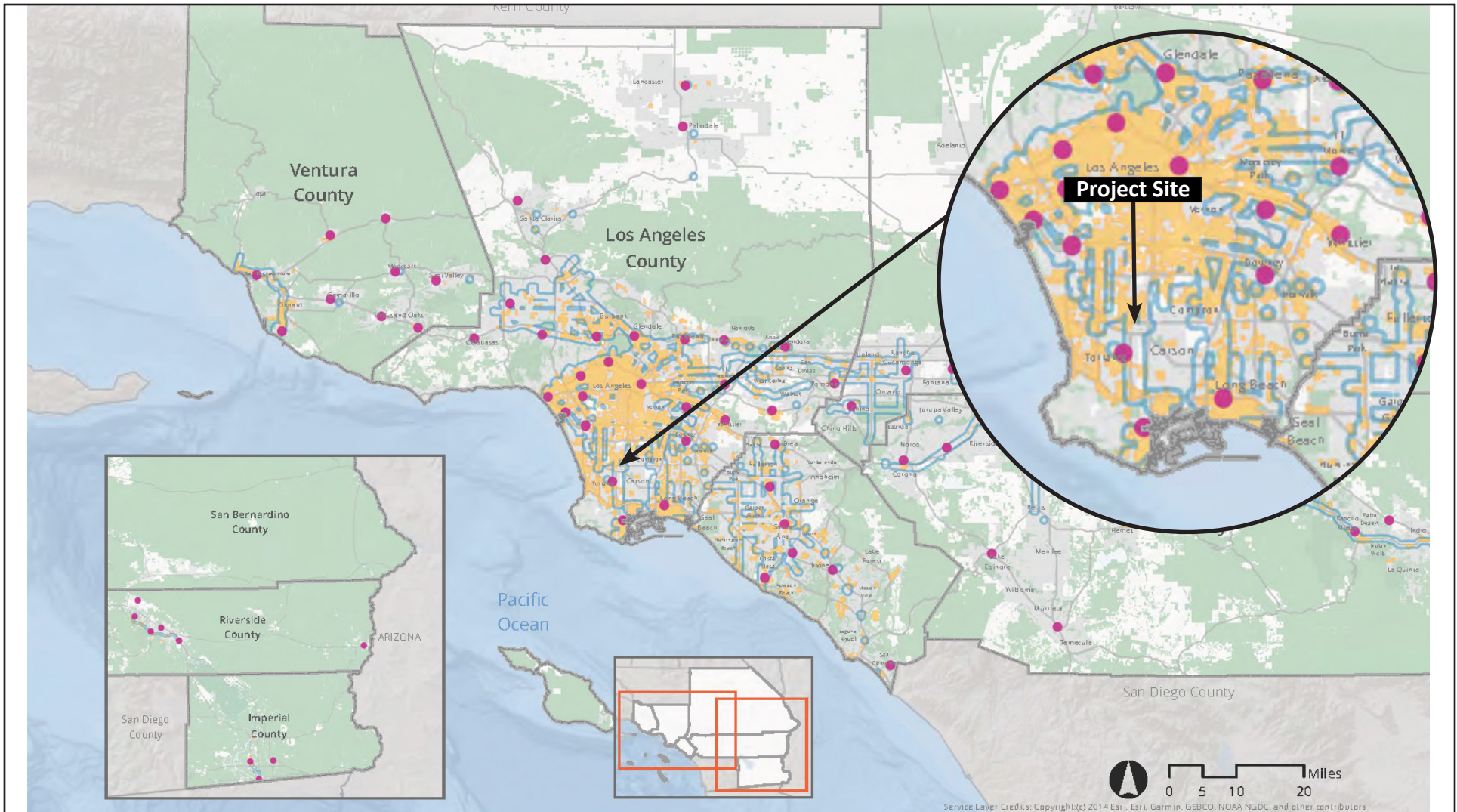
- **Livable Corridors:** The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story underperforming retail with well-designed, higher-density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option. The Livable Corridors strategy is comprised of three components that encourage context-sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities.

The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in this SCEA as **Exhibits 3-1** through **3-7**. As shown in these exhibits, the Project site is located near a Job Center and within the boundaries of an HQTA. The Project site is not within a TPA, NMA, Livable Corridor, or SOI.

The Project would be consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for both of these PGAs in that the Project includes the development of 300 apartment units (including 17 affordable units).

Because the Project would develop residential uses on an infill site within walking distance of multiple transit opportunities and existing residential areas, employment, and commercial and industrial uses, the Project would leverage existing density and infrastructure to reduce the length of vehicle trips for residents and employees. The Project’s provision of bicycle infrastructure would allow residents and guests to utilize bicycles for short-and long-term visits. The Project site’s proximity to numerous local high-frequency bus routes and the Harbor Gateway Transit Center encourages the utilization of public transit as a mode of transportation to and from the Project site and nearby uses, thereby reducing dependence on automobile travel and reducing VMT and mobile-source GHG emissions.

Consistent with the land use policies for HQTAs, the Project would be context-sensitive and would preserve the existing development patterns and neighborhood character by developing within a highly urbanized part of the City that is well-served by multiple regional and local transit lines. The Project’s proposed residential uses would be consistent with the surrounding residential uses. The Project’s pedestrian-oriented development and bicycle infrastructure would allow for safe and convenient connections to local destinations. The Project’s transit-oriented residential and mixed-income development would be consistent with SCAG’s land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects near Job Centers and in HQTAs.



Priority Growth Areas vs. Regional Growth Constraints

- Job Center
- Neighborhood Mobility Areas
- High Quality Transit Area
- Regional Growth Constraints

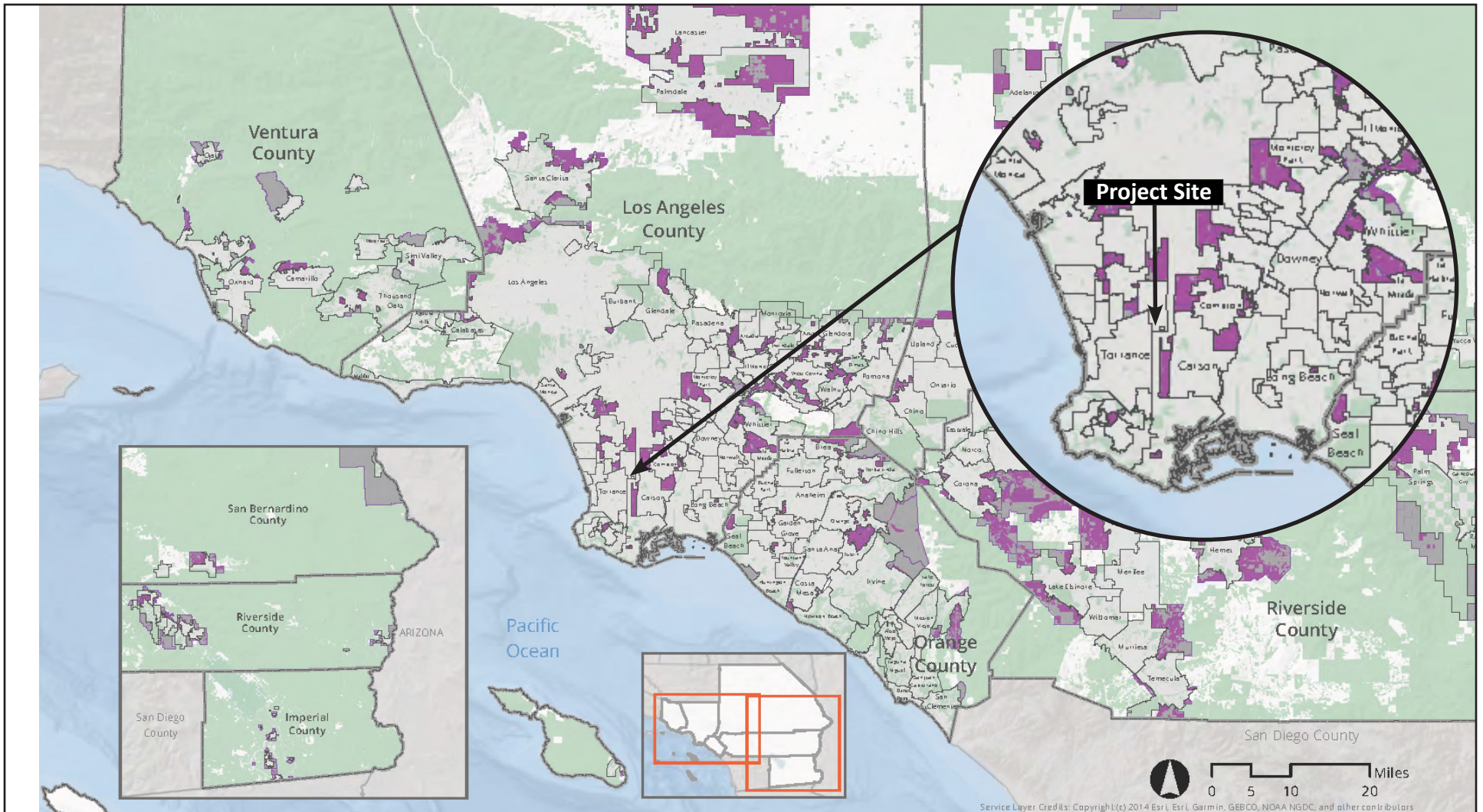
Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, NOAA Coastal Services Center, SCAG, 2019

Note: SCAG used locally informed data elements to determine Regional Growth Constraints including the absolute constraint areas shown in the map such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details on these and the variable constraints used in plan development.

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.4.

EXHIBIT 3-1: PRIORITY GROWTH AREAS VERSUS GROWTH CONSTRAINTS
1610 Artesia Boulevard Project





- County Boundaries
- Sphere of Influence
- City Boundaries
- Regional Growth Constraints

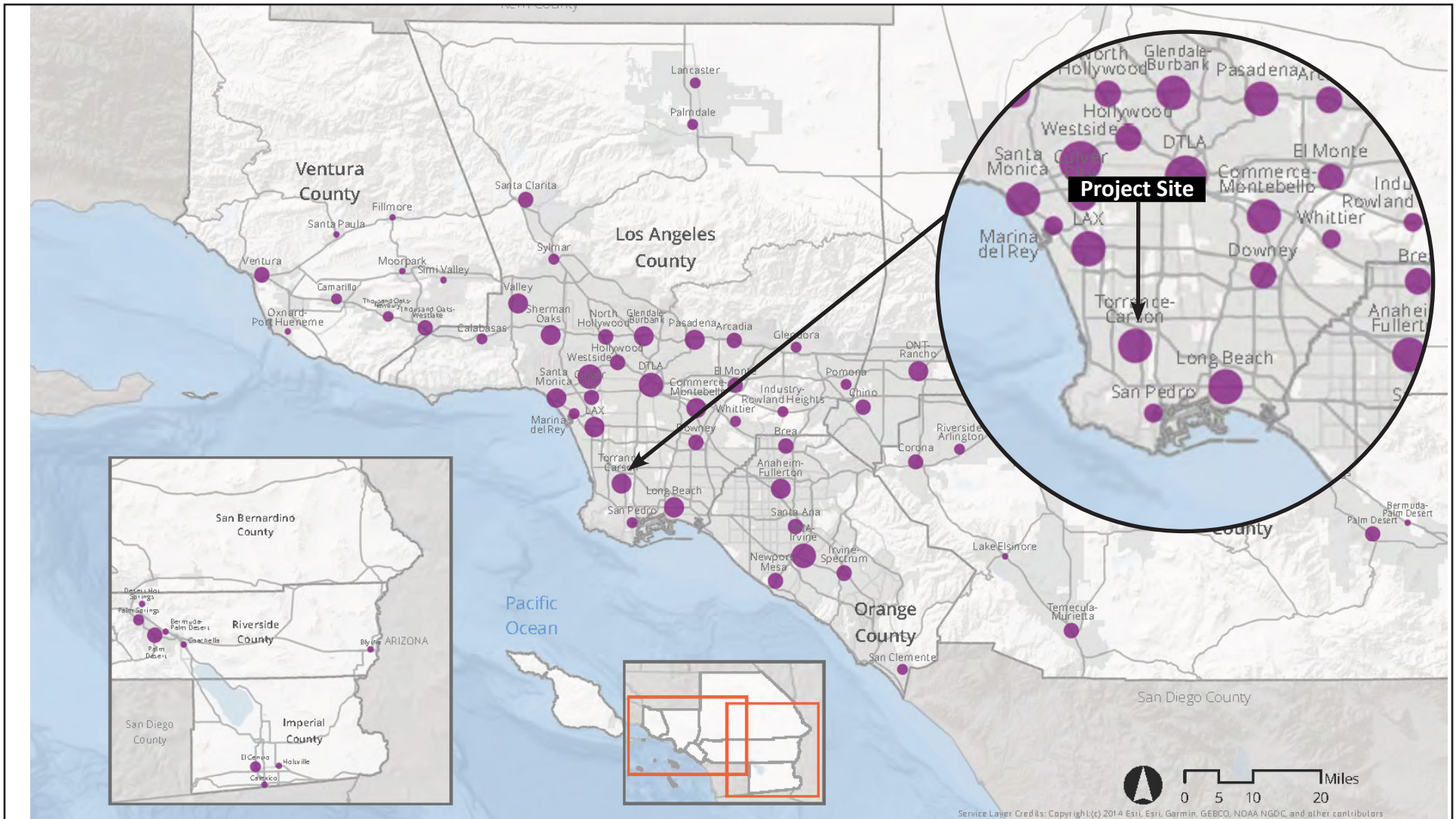
Note: SCAG used locally informed data elements to determine Regional Growth Constraints including the absolute constraint areas shown in the map such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details on these and the variable constraints used in plan development.

Source: Counties and local jurisdictions LAFCO in SCAG region, 2018

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.5.

EXHIBIT 3-2: PRIORITY GROWTH AREAS - SPHERES OF INFLUENCE

1610 Artesia Boulevard Project



SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

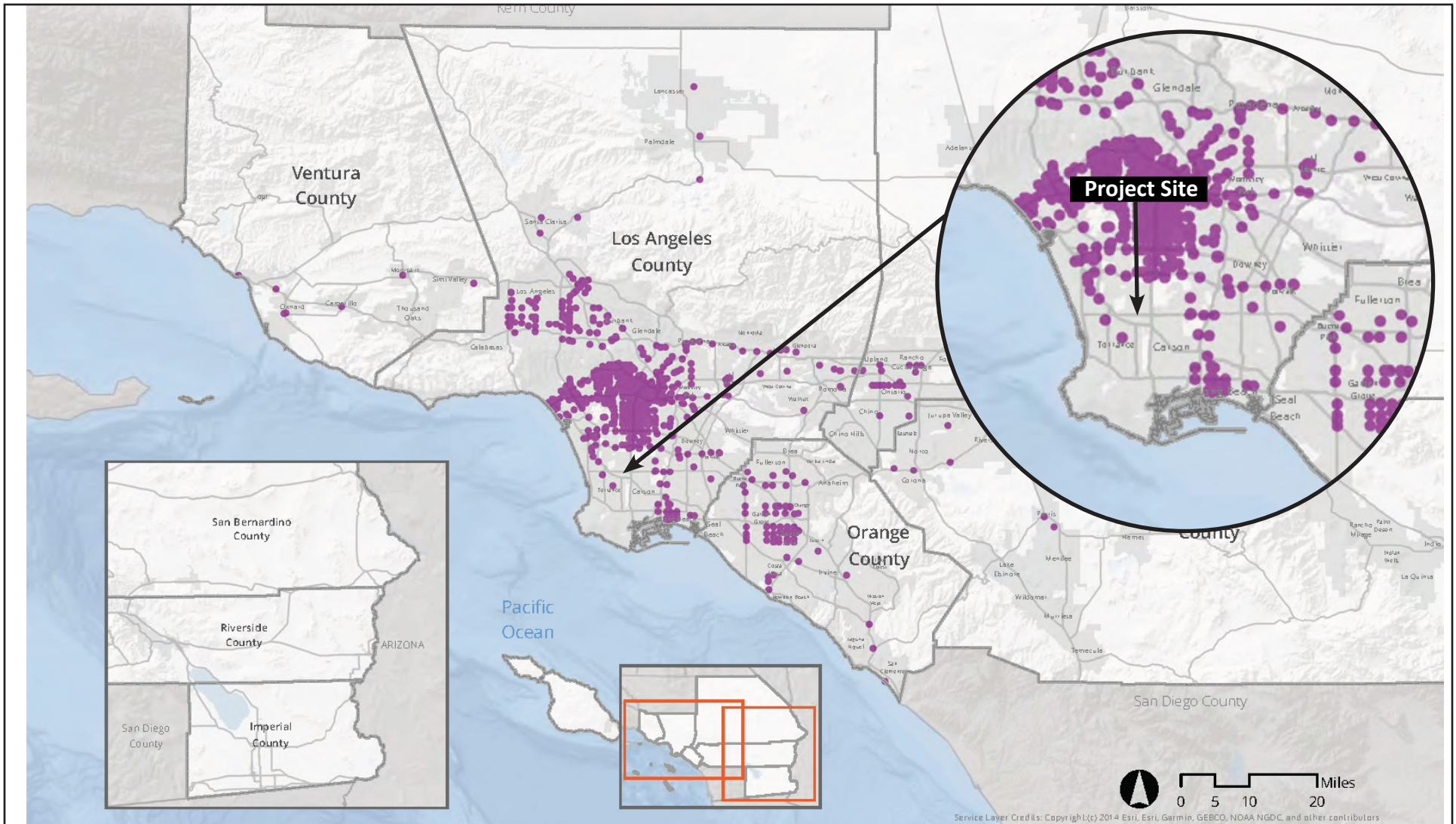
Source: SCAG, 2019

Notes:

- (1) Centers are areas with denser employment than their surroundings.
- (2) Dots represent the total employment in each center, not center boundaries.
- (3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.6.

EXHIBIT 3-3: PRIORITY GROWTH AREAS - JOB CENTERS
1610 Artesia Boulevard Project



Transit Priority Areas (2045)

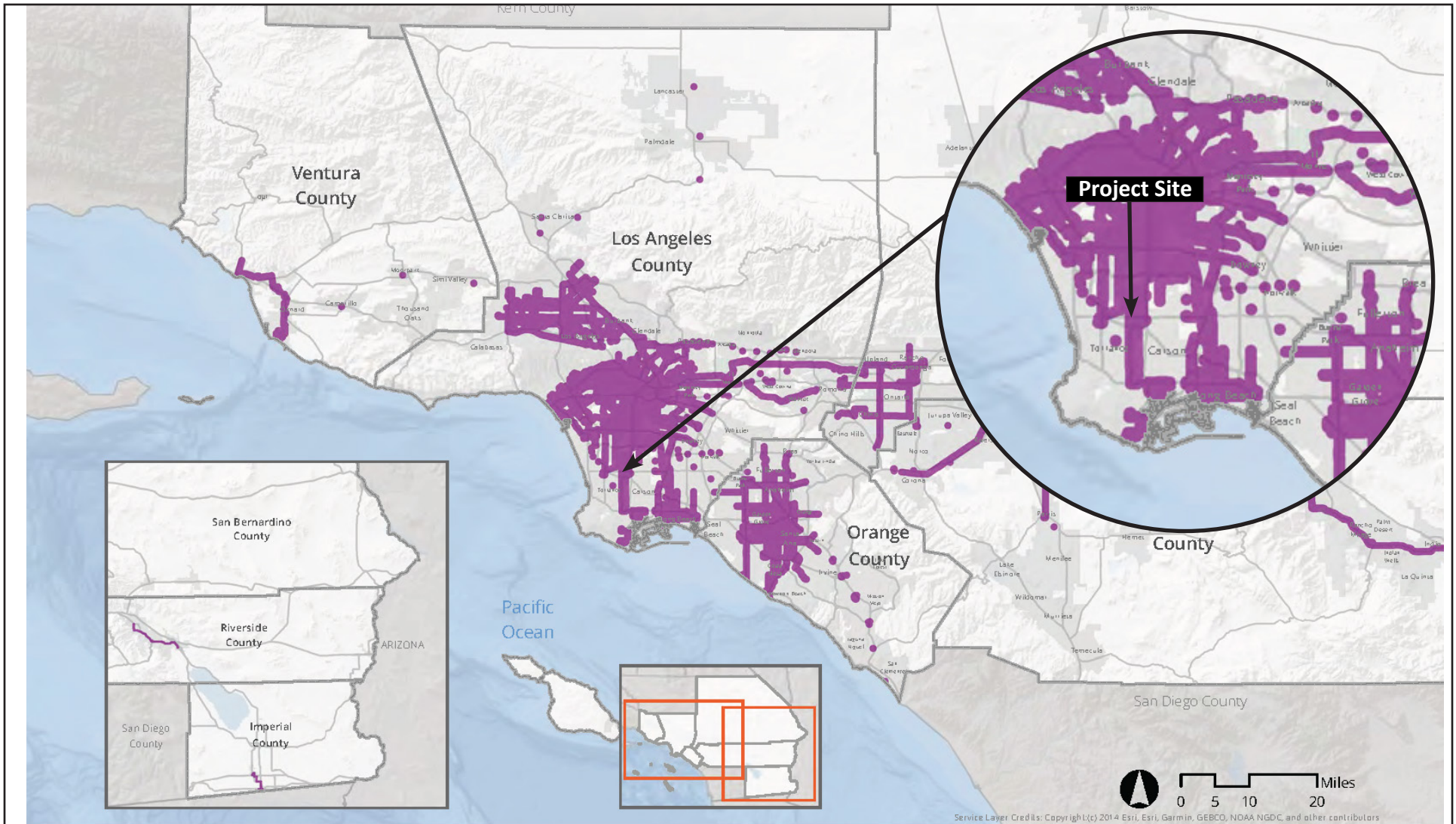
■ TPA

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

Source: County Transportation Commissions, SCAG, 2019

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.7.

EXHIBIT 3-4: PRIORITY GROWTH AREAS - TRANSIT PRIORITY AREAS
 1610 Artesia Boulevard Project



High Quality Transit Areas (2045)

■ HQTAs

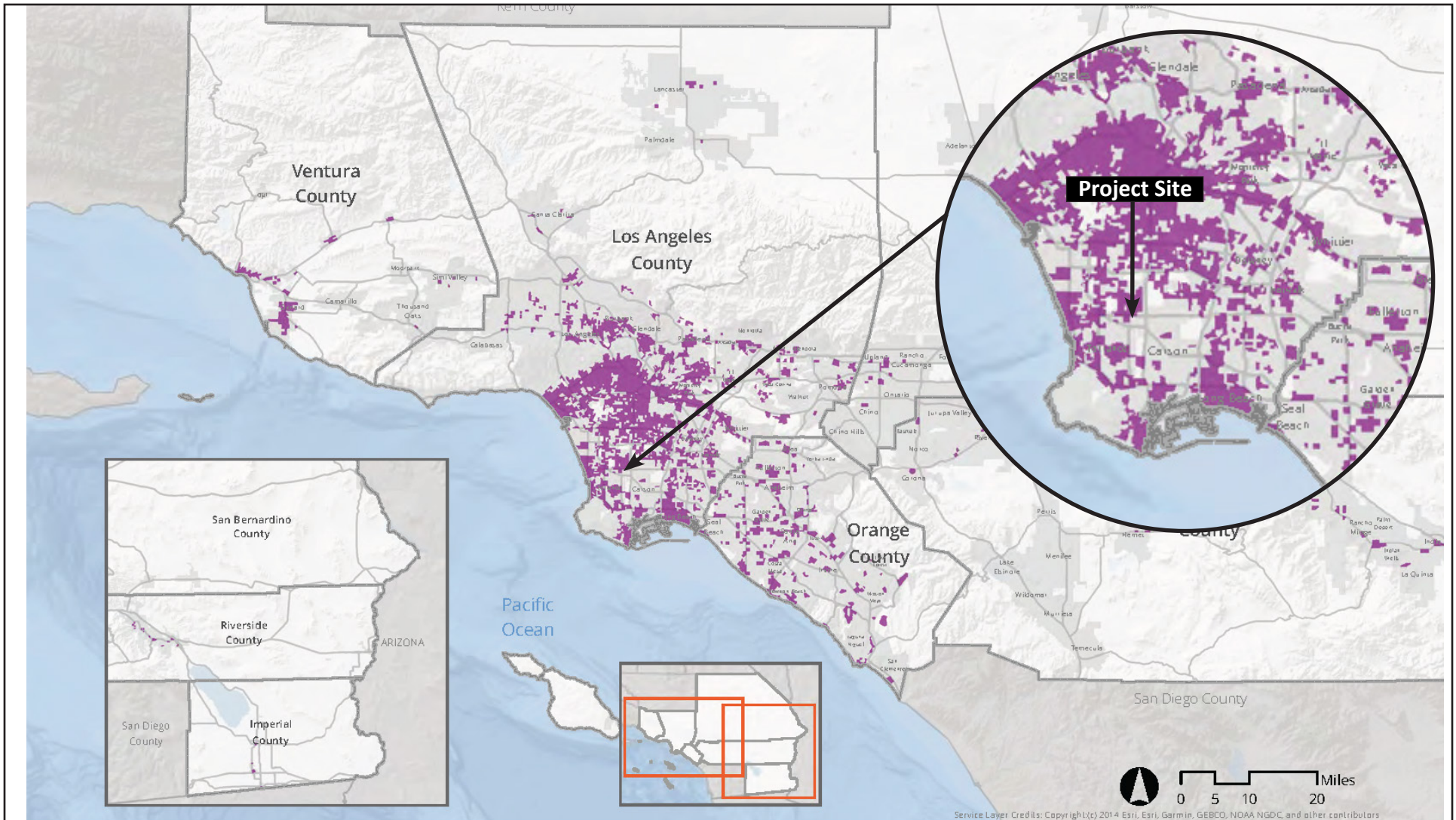
Note: SCAG's High Quality Transit Area (HQTAs) is within one-half mile from major transit stops and high quality transit corridors (HQTC). SCAG identifies major transit stops and HQTCs using the methodology described in the Transit Technical Report. Major transit stops and HQTCs are extracted from 2045 plan year data of Connect SoCal.

Source: County Transportation Commissions, SCAG, 2019

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.8.

EXHIBIT 3-5: PRIORITY GROWTH AREAS - HIGH QUALITY TRANSIT AREAS

1610 Artesia Boulevard Project



Neighborhood Mobility Areas (NMA)

■ NMA

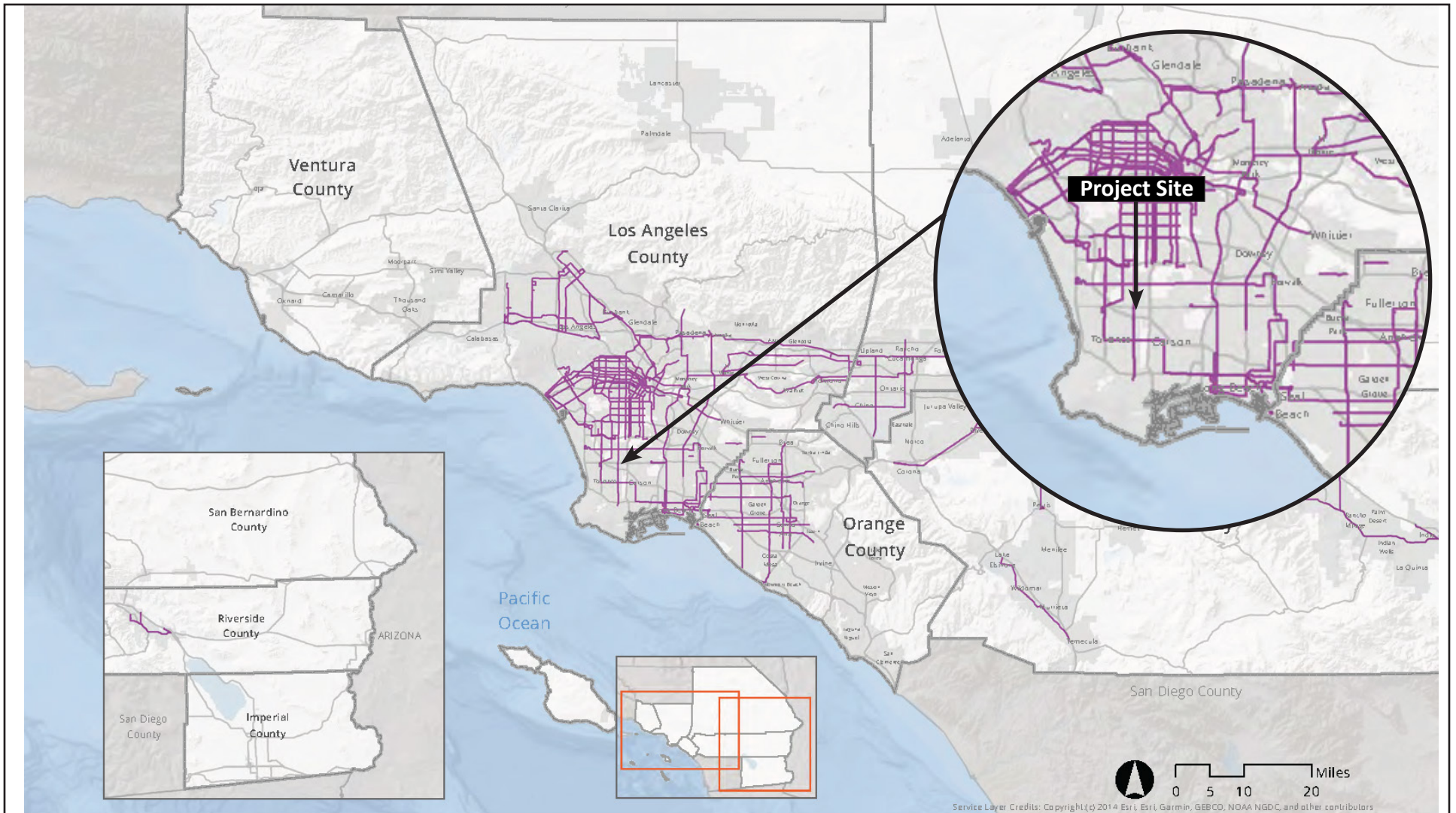
Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Source: SCAG, 2019


Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.9.

EXHIBIT 3-6: PRIORITY GROWTH AREAS - NEIGHBORHOOD MOBILITY AREAS
1610 Artesia Boulevard Project





Livable Corridors

 Livable Corridors

Source: SCAG, 2019

Source: SCAG. (2020). RTP/SCS Sustainable Communities Strategy (SCS) of the SCAG, Exhibit 3.10.

EXHIBIT 3-7: PRIORITY GROWTH AREAS - LIVABLE CORRIDORS
 1610 Artesia Boulevard Project





APPLICABLE POLICIES SPECIFIED FOR THE PROJECT AREA

The Project would be consistent with applicable goals, policies, and strategies in the 2020-2045 RTP/SCS, as outlined in **Table 3-1: Consistency with the 2020-2045 RTP/SCS Goals** and **Table 3-2: Consistency with the 2020-2045 RTP/SCS Guiding Principle and Strategies**. As such, the Project is consistent with Criterion 1.

Table 3-1: Consistency with the 2020-2045 RTP/SCS Goals

Goals and Policies	Consistency Assessment
2020-2045 RTP/SCS Goals	
Goal 1. Encourage regional economic prosperity and global competitiveness.	Not Applicable. This Goal is directed towards SCAG and the City and does not apply to the Project.
Goal 2. Improve mobility, accessibility, reliability, and travel safety for people and goods.	<p>Consistent. As a Land Use Tool, the 2020-2045 RTP/SCS identifies PGAs throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, TPAs, HQTAs, NMAs, Livable Corridors, and SOIs. The Project site is located near a Job Center and within an HQTA.</p> <p>The Project would develop a six-story podium apartment building consisting of 300 DU. The 300 DU would be include 55 studio, 151 one-bedroom, and 94 two-bedroom DU, with 17 of the units to be affordable. Since the Project would develop residential uses on an infill site within walking distance of multiple transit opportunities and existing residential, commercial, and industrial uses, the Project would leverage the existing density and infrastructure to support mobility and accessibility for residents and visitors to the Project site.</p> <p>The Project will be served by a network of regional and local bus transit options. Specifically, the Project site is served by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on both the north and south either side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection (i.e., approximately 1,056 feet and 1,005 feet west of the Project site, respectively). The LA Metro Line 344 serves the Project site via bus stops on the intersections of (i) West Artesia Boulevard and South Western Avenue (approximately 1,068 feet west of the Project site) and (ii) West Artesia Boulevard and South Normandie Avenue (approximately 1,682 feet to the east of the Project site). Torrance Transit Line 13 serves the Project site via two bus stops on East and West Artesia Boulevard almost immediately north of the Project site. Pedestrian access to the Project site is provided via sidewalks along Artesia Boulevard, South Normandie Avenue, and South Western Avenue. The Harbor Gateway Transit Center, which provides access to several local and express bus lines, is located at 731 West 182nd Street, approximately 0.9 miles southeast of the Project site.</p>



Goals and Policies	Consistency Assessment
	<p>As the Project would develop new infill housing, including affordable residential units, within walking distance of existing transit stops and services, the Project would provide opportunities for residents to use public transit for work and personal trips. The Project also includes design elements that would create bicycle and pedestrian-oriented amenities including 75 bicycle parking stalls. Pedestrian access to the Project would be provided on the ground floor off of West Artesia Boulevard. Thus, the Project would encourage the utilization of transit, bicycling, and walking as modes of transportation to and from the Project site and contribute to the productivity and use of the regional transportation system by providing housing near transit. This supports the goal of increased mobility, accessibility, and reliability.</p> <p>The Project would support travel safety near the Project site by providing new lighting within the Project site and around the perimeter, including new building identification lighting, accent lighting, wayfinding, balcony lighting, and security lighting. The Project would incorporate pedestrian lighting along Artesia Boulevard. Additionally, pedestrian areas, including pathways and entryways into the Project, would be well-lit for security. The Project would be subject to a Site Plan Review to ensure vehicle and pedestrian safety throughout the project. Therefore, the Project is consistent with this Goal.</p>
<p>Goal 3. Enhance the preservation, security, and resilience of the regional transportation system.</p>	<p>Consistent. The Project would support this goal by providing residents and visitors with convenient access to public transit and opportunities for walking and biking. The Project includes pedestrian improvements that would improve travel safety and reliability at the Project site. Vehicular access to the Project would be provided via one driveway on West Artesia Boulevard. Additionally, residents and guests would have pedestrian access to the site via two entryways on West Artesia Boulevard. In addition, the Project would include on-site security features such as security lighting and landscaping designs that will allow for high visibility. As described above under Goal 2, the Project site is located in proximity to public transit opportunities, which provide safe and reliable travel options for Project residents and guests. The Project would also provide 75 bicycle parking stalls on the ground floor. Thus, the Project would promote travel safety and reliability for the people in the region who travel to and from the Project site and through the surrounding area. Therefore, the Project is consistent with this Goal.</p>
<p>Goal 4. Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent. The Project is an infill development in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of</p>



Goals and Policies	Consistency Assessment
	<p>public transportation. The Project consists of 300 DU and associated open space and amenities. Future Project residents and visitors could access the site using GTrans Line 2, LA Metro Line 344, and Torrance Transit Line 13. Given the Project’s proximity to transit and street improvements along West Artesia Boulevard, the Project would promote the use of a variety of transportation options by providing residents and visitors with convenient access to public transit and opportunities including regional transportation and bus systems. The Project would contribute to the productivity and use of the regional transportation system by providing housing near transit. Therefore, the Project is consistent with this Goal.</p>
<p>Goal 5. Reduce greenhouse gas emissions and improve air quality.</p>	<p>Consistent. The Project proposes to redevelop an approximately 3.43-acre property into a multi-family residential development with 300 apartment units (283 market rate units and 17 affordable units) in a six-story, podium apartment building. The Project is in an area that promotes the use of a variety of transportation options, which include walking, biking, and the use of public transportation. The Project would comply with all regulations and policies aimed at reducing energy and greenhouse gas emissions, reducing the reliance on fossil fuels, and promoting energy-efficient standards and transportation. Additionally, energy-saving and sustainable design features would be incorporated into the Project as the proposed building would be subject to compliance with California Building Standards Code. Design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy-efficient HVAC systems. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and sustainable landscaping. Bicycle parking spaces would be provided on the Project site pursuant to GMC Section 18.18A.040(I)(4), <i>Development Standards</i>, requirements. In addition, at least 10 percent of the total onsite parking spaces would be electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 EVSE. Therefore, the Project is consistent with this Goal.</p>



Goals and Policies	Consistency Assessment
<p>Goal 6. Support healthy and equitable communities.</p>	<p>Consistent. The Project would support the use of multi-modal transportation options. The Project is a new infill residential development that would provide new housing, including affordable housing, within an HQTAs. The Project is located near a variety of transit options that will facilitate the use of alternative modes of transportation which will aid in reducing car trips and reducing impacts to air quality. The Project would also provide 75 bicycle parking stalls as required by GMC Section 18.18A.040(I)(4). Therefore, the Project is consistent with this Goal.</p>
<p>Goal 8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.</p>	<p>Consistent. The Project would meet the requirements for the City’s Green Building Code and the CALGreen Code by including at least 35 percent of the Project’s vehicle parking spaces to be capable of accommodating electric vehicle charging stations. The Project would be built to the current building codes that require sustainability measures such as efficient energy systems. Therefore, the Project is consistent with this Goal.</p>
<p>Goal 9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project site is located in a SCAG HQTAs and near a Job Center near existing public transit opportunities provided via GTrans, LA Metro, and Torrance Transit. The Project would encourage the use of transit, walking, and bicycling because the Project would locate market rate and affordable residential development in an area within walking and biking distance of GTrans Line 2, LA Metro Line 344, and Torrance Transit Line 13 and provides 75 bicycle parking spaces. Pedestrian access to the Project site would be provided on the ground floor off of West Artesia Boulevard. The Project would maintain dedications and improvements along West Artesia Boulevard to upgrade and maintain the sidewalk in conformance with current standards, thereby enhancing pedestrian mobility. As a result, the Project would encourage land use and growth patterns that facilitate transit and active transportation by creating diverse housing opportunities and creating walkable areas; providing a variety of transportation choices; and providing opportunities for residents to use public transit for work trips and walk/bike to retail businesses near the Project site. Therefore, the Project is consistent with this Goal.</p>
<p>Goal 10. Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Not Applicable. This Goal is not applicable to the Project since the Project site does not contain any natural or agricultural lands.</p>
<p>Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020.</p>	



Table 3-2: Consistency with the 2020-2045 RTP/SCS Guiding Principle and Strategies

Policies and Strategies	Consistency Assessment
2020-2045 RTP/SCS Guiding Principles	
Principle 1. Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	Not Applicable. This Guiding Principle is directed towards SCAG and the City and does not apply to the Project.
Principle 2. Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system	Not Applicable. This Guiding Principle is directed towards SCAG and the City and does not apply to the Project.
Principle 3. Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities	Consistent. The Project site’s urban infill location near mass transit and proximity to services, commercial uses, and employment opportunities promotes a pedestrian-friendly environment and supports equitable and adaptable communities. The Project site’s location also promotes the use of a variety of transportation options, which include walking and the use of public transportation. Therefore, the Project is consistent with this Guiding Principle.
Principle 4. Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices	Consistent. This Guiding Principle relates to SCAG’s goals in supporting investments and strategies to reduce congestion and the use of single-occupant vehicles. Nevertheless, the Project is located within a HQT. The Project would support public transportation and other alternative methods of transportation (e.g., transit, walking, and biking). Therefore, the Project would be consistent with this Guiding Principle.
Principle 5. Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions	Consistent. This Guiding Principle is directed towards SCAG and the City and does not apply to the Project. However, this relates to 2020-2045 RTP/SCS Goal 5 in Table 3.1 above. The Project is an infill development with market-rate and affordable housing in an area that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Therefore, the Project would be consistent with this Guiding Principle.
Principle 6. Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies	Not Applicable. This Guiding Principle is directed towards SCAG and not does apply to individual projects such as the Project.
Principle 7. Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience	Not Applicable. This Guiding Principle is directed towards SCAG and not does apply to individual projects such as the Project.
2020-2045 RTP/SCS Strategies	



<p>Strategy 1. Focus Growth Near Destinations and Mobility Options</p>	<p>Consistent. The Project site is located within an HQTAs and near a Job Center. The Project would provide market-rate and affordable multi-family housing within an existing transit-accessible area. The Project would include market-rate and affordable housing in a variety of sizes, with different bedroom units that accommodate a range of households. In addition, the Project would provide short-term and long-term bicycle parking for residents and visitors. The Project would provide various pedestrian-oriented improvements, including installing landscaping and pedestrian-scale tenant signage and lighting to facilitate access and safety, and improvements to sidewalks. Therefore, the Project is consistent with implementing this Strategy.</p>
<p>Strategy 2. Promote Diverse Housing Choices</p>	<p>Consistent. The Project would develop a multi-family residential development with 300 apartment units (283 market rate and 17 affordable) in a six-story podium apartment building. Various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF) are proposed on levels two and six, with amenities on the podium level. This would place diverse housing choices near public transit stops. Therefore, the Project is consistent with implementing this Strategy.</p>
<p>Strategy 3. Leverage Technology Innovations</p>	<p>Not Applicable. This Strategy is directed towards SCAG and does not apply to the Project.</p>
<p>Strategy 4. Support Implementation of Sustainability Policies</p>	<p>Consistent. The Project would exceed California Building Standards Code efficiency standards and reduce water consumption when compared to the regional average household consumption. The Project would incorporate low-impact sustainable design features and components to conserve resources. In addition, the Project would be constructed consistent with the most recent building code, which requires infrastructure to support future installation of EV charging equipment consistent with the applicable CALGreen Code requirements. In compliance with the EV charging requirements, the Project proposes 51 EV-Capable stalls, 127 EV-Ready stalls, and 26 EV Chargers. Therefore, the Project is consistent with implementing this Strategy.</p>
<p>Strategy 5. Promote a Green Region</p>	<p>Consistent. The Project would comply with California Building Standards Code efficiency standards. Additionally, the Project includes water-efficient design features, such as water-efficient fixtures, drought-tolerant landscaping, and water-efficient irrigation. Further, the Project’s incorporation of bicycle and pedestrian-friendly elements and location near various bus lines would provide future residents and visitors with various affordable transportation options. The Project also promotes and provides residents and visitors with opportunities to utilize alternative transportation modes and further reduce the number of single-occupancy vehicle trips to the Project site. The Project would encourage the use of transit, walking, and bicycling, as the Project is locating residential development on a site that is within an area with numerous bus lines, sidewalks, and bicycle infrastructure. Therefore, the Project is consistent with implementing this Strategy.</p>
<p>Source: Southern California Association of Governments, Connect SoCal (2020-2045 RTP/SCS), September 2020.</p>	



3.2 Criterion 2

Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent non-residential uses, a floor area ratio of not less than 0.75.

The Project would redevelop an approximately 3.43-acre property into a multi-family residential development with 300 apartment units (283 market rate and 17 affordable units) in a six-story podium apartment building; see **Exhibit 2.4A: Conceptual Site Plan – Basement Level** through **Exhibit 2.4E: Conceptual Site Plan – Level 6**, which depict the Project's Conceptual Site Plan by level. As shown in **Table 2-2: Residential Unit Summary**, various apartment types (i.e., studios, and one- and two-bedroom units ranging from 515 SF to 1,280 SF are proposed on levels two to six, with amenities (i.e., two pools, clubhouse, courtyard, fitness center, spa, golf lounge, and business center) proposed on the podium level and a lounge and deck on the roof. Therefore, the Project would consist of 100 percent residential uses and is consistent with Criterion 2.

3.3 Criterion 3

The Project provides a minimum net density of at least 20 dwelling units per acre.

The Project would develop the 3.43-acre Project site at 300 DU. The net density for the Project is approximately 88 DU/AC, which exceeds the required minimum of 20 DU/AC. As such, the Project is consistent with Criterion 3.

3.4 Criterion 4

The Project is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

PRC Section 21064.3 defines a major transit stop as a site containing any of the following: (a) An existing rail or bus rapid transit station; (b) A ferry terminal is served by either a bus or rail transit service; or (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The closest major transit stop to the Project site is the Harbor Gateway Transit Center, which provides access to several local and express bus lines, is located at 731 West 182nd Street, approximately 0.9 mile southeast of the Project site. As such, the Project site is not located within one-half mile of a major transit stop. PRC Section 21155(b) defines a high-quality transit corridor, as used in the definition of transit priority project, as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Finally, pursuant to PRC Section 21155(b), a project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project, are farther than one-half mile from the stop or corridor.

The Project site is located approximately 984 feet west of South Western Avenue. GTrans Line 2 serves the Project site via two bus stops on both the north and south side of South Western Avenue in intervals



less than 15-minutes during peak commute hours.⁹ Therefore, South Western Avenue is a high-quality transit corridor within one-half mile of the Project site. Further, as depicted in **Exhibit 3-5: Priority Growth Areas – High Quality Transit Areas**, the Project site is located wholly within a HQTAs, which are defined in the 2020-2045 RTP/SCS as areas within one-half mile from a “major transit stop” and/or a “high-quality transit corridor.” As such, the Project would be located within one-half mile of a high-quality transit corridor included in the 2020-2045 RTP/SCS and is consistent with Criterion 4.

As described in **Section 2.2: Environmental Setting**, the Project site is located on West Artesia Boulevard, which qualifies as a HQTAs because it is located within one-half mile from a high-quality transit corridor (i.e., South Western Avenue). As discussed in **Section 2.2**, the Project site is served by a network of regional and local bus transit options. Specifically, the Project site is served by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on both the north and south side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection (i.e., approximately 1,056 feet and 1,005 feet west of the Project site, respectively). GTrans Line 2 provides service intervals less than 15 minutes during peak commute hours. As such, the Project would be located within one-half mile of a high-quality transit corridor included in a regional transportation plan and is consistent with Criterion 4.

⁹ City of Gardena. GTrans Line 2 Schedule. Available at: <https://ridegtrans.com/line/2/>. Accessed December 2023.



4.0 MITIGATION MEASURES FROM PRIOR EIRS

PRC Section 21151.2 requires that a Transit Priority Project (TPP) incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, in this case, SCAG’s 2020–2045 RTP/SCS Program EIR dated May 2020 and the September 2020–2045 RTP/SCS Program EIR Addendum.

The Mitigation Monitoring and Reporting Program for the 2020-2045 RTP/SCS Program EIR (2020-2045 RTP/SCS Program EIR MMRP) includes programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

As stated by SCAG, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or to tier from the Program EIR, project-level mitigation measures included in the Program EIR (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIR is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency’s independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the Program EIR, as appropriate, to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

As shown in **Table 4-1: Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures** below, to comply with PRC Section 21151.2, the City has reviewed all mitigation measures contained in the 2020-2045 RTP/SCS Program EIR MMRP and determined their applicability to the Project. For each such mitigation measure, the City considered whether to incorporate the mitigation measure from SCAG’s Program EIR or whether an equally effective existing City mitigation measure, standard Condition of Approval, or other City regulation or federal, state, or regional regulation would supersede SCAG’s mitigation measures. A discussion of the City’s applicability determination is found in **Table 4-1**.

Table 4-1: Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures

Impact and Mitigation Measure	Applicability to the Project
AESTHETICS	
<p>Impact AES-1 Potential to have a substantial adverse effect on a scenic vista.</p> <p>PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. 	<p>Not Applicable. This measure is to mitigate impacts on scenic vistas. The Project would not impact a scenic vista.</p>



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Use alternating facades to “break up” large facades and provide visual interest. d) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. e) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. f) Retain or replace trees bordering highways, so that clear-cutting is not evident. g) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. h) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity. i) Use see-through safety barrier designs (e.g., railings rather than walls). 	
<p><i>Impact AES-2 Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</i></p> <p>See PMM AES-1, above.</p>	<p>Not Applicable. The Project would not impact any scenic resources.</p>
<p><i>Impact AES-3 Potential to substantially degrade the existing visual character or quality of the site and its surroundings. In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.</i></p> <p>PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match 	<p>Not Applicable. The Project is located in an urbanized area. The Project would be subject to the requirements of GMC Chapter 18.18A, <i>Very High Density Multifamily Residential Zone (R-6)</i>, which addresses permitted and prohibited development intended to provide for the highest density residential district for apartments and condominiums. GMC Section 18.18A.040, <i>Development Standards</i>, discusses property development standards that apply to all land and buildings in the R-6 zone. Additionally, the Project would be required to comply with the applicable provisions of GMC Chapter 18.42, <i>General Provisions</i>, which addresses fences, hedges, and walls; setbacks; security and lighting plans, and pedestrian amenities amongst others. As part of the City’s Site Plan Review process required under GMC Chapter 18.44, <i>Site Plan Review</i>, the Project’s site plan would be reviewed</p>



Impact and Mitigation Measure	Applicability to the Project
<p>surrounding terrain in accordance with county and city hillside ordinances, where applicable.</p> <ul style="list-style-type: none"> • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. • Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. • Design projects consistent with design guidelines of applicable general plans. • Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. • Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> – use transparent panels to preserve views where sound walls would block views from residences; – use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; – construct sound walls of materials whose color and texture complements the surrounding landscape and development; • Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas. 	<p>and only approved after finding the proposed development, including the uses and the physical design of the development, is consistent with the intent and general purposes of the General Plan and provisions of the GMC, and will not adversely affect the orderly and harmonious development of the area (GMC Section 18.44.030, <i>Factors for Approval</i>). Although the GMC does not identify specific regulations governing scenic quality, the City’s site plan review process would ensure the physical design of the proposed Project 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 incorporation of this mitigation measure is not required.</p>
<p>Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p> <p>PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>Not Applicable. The Project will not degrade the visual character as the development will replace an industrial use with a visually attractive residential development that will add landscaping and architectural features. Nonetheless,</p> <ul style="list-style-type: none"> • Measures a), c), d), e), g), h), and i), are incorporated into the Project as development standards and compliance will happen through the City’s development review process. • Measure b) is applicable through regulatory measures as the GMC prohibits construction between the hours of 6:00 p.m. and 7:00 a.m.



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	<ul style="list-style-type: none"> • A condition will be added to Project approvals that provides there shall be no outdoor lighting for construction beyond 6:00 p.m.
AGRICULTURAL RESOURCES	
<p><i>Impact AG-1 Potential to 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.</i></p> <p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential. 	<p>Not Applicable. The Project site is located in an urbanized area of the City and is currently developed with two, one-story commercial and industrial buildings totaling approximately 39,510 SF, an associated surface parking lot, and landscaping abutting West Artesia Boulevard. According to the California Department of Conservation Important Farmland Finder, the Project site and surrounding area are designated Urban and Built-Up Land.¹⁰ Thus, incorporation of this mitigation measure is not required.</p>

¹⁰ California Department of Conservation. (2022). California Important Farmland Finder. Retrieved from: <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed November 2023.



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. 	
<p>Impact AG-2 Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p> <p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. 	<p>Not Applicable. The Project site is not zoned for agricultural production, there is no farmland at the Project site, and there are no Williamson Act contracts in effect for the Project site.¹¹ The Project site is located in an urbanized area of the City and is currently improved with two, one-story commercial and industrial buildings totaling approximately 39,510 SF, an associated surface parking lot, and landscaping abutting West Artesia Boulevard. Thus, incorporation of this mitigation measure is not required.</p>
<p>Impact AG-3 Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined in Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).</p> <p>PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and</p>	<p>Not Applicable. The Project site is located within an urbanized area that is not designated as forestland, timberland, or zoned Timberland Production. Thus, incorporation of this mitigation measure is not required.</p>

¹¹ California Department of Conservation. (2022). California Williamson Act Enrollment Finder. Retrieved from: <https://maps.conservation.ca.gov/dlrp/WilliamsonAct/>, accessed November 2023.



Impact and Mitigation Measure	Applicability to the Project
<p>feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources. 	
<p><i>Impact AG-4 Potential to result in the loss of forest land or conversion of forest land to non-forest use.</i> See PMM AG-3, above.</p>	<p>Not Applicable. The Project site does not include forest land; therefore, no forest land will be lost or converted to non-forest uses. The Project site is located in an urbanized area of the City and is currently improved with two, one-story commercial and industrial buildings totaling approximately 39,510 SF, an associated surface parking lot, and landscaping abutting West Artesia Boulevard. Thus, incorporation of this mitigation measure is not required.</p>
<p><i>Impact AG-5 Potential to 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.</i> PMM AG-2 and PMM GHG-1. See above and below. PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or 	<p>Not Applicable. Since the Project site is currently not used for any agricultural uses and is not forest land, no agricultural use or forest land will be converted. The Project site is located in an urbanized area of the City and is currently improved with two, one-story commercial and industrial buildings totaling approximately 39,510 SF, an associated surface parking lot, and landscaping abutting West Artesia Boulevard. Thus, incorporation of this mitigation measure is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable to ensure that economically viable farming operations are not interrupted.</p> <p>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations. 	
AIR QUALITY	
<p><i>Impact AQ-1 Potential to conflict with or obstruct implementation of the applicable air quality plan.</i></p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p><i>Impact AQ-2 Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.</i></p> <p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. 	<p>Substantially Conforms Through Regulatory Compliance.</p> <p>The Project would be consistent with the majority of the recommended mitigation measures as it would comply with existing regulations that have been identified and are required by the Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and</p>



Impact and Mitigation Measure	Applicability to the Project
<p>b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</p> <p>c) Cover trucks when hauling dirt.</p> <p>d) Stabilize the surface of dirt piles if not removed immediately.</p> <p>e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</p> <p>f) Minimize unnecessary vehicular and machinery activities.</p> <p>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</p> <p>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</p> <p>j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.</p> <p>k) Ensure that all construction equipment is properly tuned and maintained.</p> <p>l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.</p> <p>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to</p>	<p>feasible. Adherence to the following requirements by SCAQMD, CARB, the State of California, and the federal government would further ensure consistency with PMM AQ-1.</p> <p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. • The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road: <ul style="list-style-type: none"> - Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; - Pave the surface extending at least 100 feet and at least 20 feet wide; - Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. • Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts). • Ground cover in disturbed areas shall be replaced as quickly as possible. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water. • Large bulldozers and excavators shall be suspended during third smog alerts. <p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • The contractor shall use architectural coatings that average 50 grams (g)/ Liters of Volatile Organic Compound (L VOC) content or less. • The development shall utilize low VOC cleaning supplies. <p>Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following</p>



Impact and Mitigation Measure	Applicability to the Project
<p>guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer’s recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD “SOON” funds which provides funds to applicable fleets for the purchase of commercially available low emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional</p>	<p>measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. <p>Consistent with SCAQMD Rule 401 and CARB’s In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers’ specifications. • When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible. <p>Compliance with these existing regulations would facilitate consistency with plans for attainment of air quality standards identified by SCAQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1. Therefore, the Project would be consistent with this mitigation measure.</p> <p>The requirement for Tier 4 equipment will be added as a Condition of Approval.</p> <p>Additionally, GMC Section 18.42.200E, <i>Pre-Permit Requirements</i>, includes the following requirements:</p> <ul style="list-style-type: none"> • Prior to approval of grading plans or prior to issuance of grading and building permits, the following noise reduction techniques shall be included in the construction plans or specifications: <ul style="list-style-type: none"> ○ 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.



Impact and Mitigation Measure	Applicability to the Project
<p>mitigation that can be applied to individual projects.</p> <ul style="list-style-type: none"> t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: <ul style="list-style-type: none"> a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum. w) As applicable for port projects, the following measures should be considered: <ul style="list-style-type: none"> a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to 	<ul style="list-style-type: none"> o Per GMC Section 8.36.080, <i>Exemptions</i>, 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.



Impact and Mitigation Measure	Applicability to the Project
<p>reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</p> <ul style="list-style-type: none"> f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. <p>y) Project that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increases in energy cost for running the HVAC system to prospective residences. d. Provide information to residences on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost sharing strategies, if any, for replacing the enhanced filtration units. 	



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> h. Set criteria for assessing progress in installing and replacing the enhanced filtration units. i. Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p>Impact AQ-3 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.</p> <p>See PMM AQ-1, above.</p>	<p>Not Applicable. See discussion of the applicability of PMM AQ-1, above.</p>
<p>Impact AQ-4 Expose sensitive receptors to substantial pollutant concentrations.</p> <p>See PMM AQ-1, above.</p>	<p>Not Applicable. See discussion of the applicability of PMM AQ-1, above.</p>
<p>Impact AQ-5 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.</p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
BIOLOGICAL RESOURCES	
<p>Impact BIO-1 Have a substantial adverse effect, either directly or through habitat modification, 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 US Fish and Wildlife Service.</p> <p>PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an incidental take permit, and/or as identified in local or regional plans. 	<p>Not Applicable. PMM BIO-1 does not apply to the Project. The Project site is fully developed with approximately 39,510 SF of commercial and industrial land uses. No natural habitats are present on-site, with only landscaping present. The Project is located in an urbanized area with surrounding industrial, commercial, and residential land uses. No natural habitats are present within these adjacent areas, with only landscaping present. Based on review of the existing and adjacent site conditions, no candidate, sensitive, or special-status plant or wildlife species, riparian habitat, or other sensitive natural community, or wetlands are present on or adjacent to the Project site. In addition, according to the United States Fish and Wildlife Service’s National Wetlands Inventory, no protected wetlands are located within or in the vicinity of the Project site. Additionally, the Project site and immediate surrounding area are not within or near a Significant Ecological Area designated by Los Angeles County. The Project is also not located within an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation habitat plan. Thus,</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:</p> <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery effort v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat <p>3) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</p> <p>4) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</p> <p>5) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</p> <p>6) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</p> <p>7) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</p> <p>8) Appoint a qualified biologist to monitor implementation of mitigation measures.</p> <p>9) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.</p> <p>10) Develop an invasive species control plan associated with project construction.</p> <p>11) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.</p> <p>12) Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance.</p>	<p>incorporation of this mitigation measure is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>13) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</p>	
<p>Impact BIO-2 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 US Fish and Wildlife Service.</p> <p>See PMM BIO-1, above.</p> <p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA. b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino. c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds. 	<p>Not Applicable. See consistency analysis for PMM BIO-1 under Impact BIO-1.</p> <p>PMM BIO-2 does not apply to the Project as the Project is in a fully urbanized area. The Project would not be developed on sensitive or riparian habitat. Therefore, development of the Project would not result in adverse effects to any sensitive or riparian habitat that could support any species identified or designated 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 (CDFG) or U.S. Fish and Wildlife Service (USFWS). Thus, incorporation of PMM BIO-2 is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season. f) Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be 	



Impact and Mitigation Measure	Applicability to the Project
<p>avoided as identified by the qualified wetland biologist.</p> <ul style="list-style-type: none"> p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	
<p><i>Impact BIO-3 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.</i></p> <p>See PMM BIO-1 and PMM BIO-2, above.</p> <p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the 	<p>Not Applicable. See consistency analysis for PMM BIO-1 and PMM BIO-2 under Impacts BIO-1 and BIO-2, respectively.</p> <p>PMM BIO-3 does not apply to the Project because the Project site does not include any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies. Thus, incorporation of PMM BIO-3 is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project Applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> – Avoidance – Impact Minimization – On-site alternatives – Off-site alternatives <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
<p><i>Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife</i></p>	<p>Not Applicable. See consistency analysis for PMM BIO-1, PMM BIO-2, and PMM BIO-3 under Impacts BIO-1, BIO-2, and BIO-3, respectively.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>corridors, or impede the use of native wildlife nursery sites.</p> <p>See PMM BIO-1 through PMM BIO-3, above.</p> <p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 Section 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors. h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. i) Long linear projects with the possibility of impacting wildlife movement should analyze 	<p>The Project site is located in a developed, urban area and is surrounded by other existing urban uses including commercial, industrial, and residential uses. The Project would not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Therefore, development of the Project would not interfere with the movement of any native resident or migratory fish or wildlife species; with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. Thus, incorporation of PMM BIO-4 is not required.</p> <p>Regardless of the non-applicability of PMM BIO-4, the Project will be required to comply with GMC Section 18.42.210E, <i>Migratory Bird Protection</i>, which states:</p> <ul style="list-style-type: none"> • Migratory Bird Protection. Construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (typically March 15th through September 1st) if possible. If construction is conducted during nesting season, a pre-construction nesting bird survey shall be conducted within and immediately adjacent to the project site by a qualified professional biologist no more than seven days prior to the beginning of any project-related physical activity that is likely to impact migratory birds. 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, location and duration of all buffer zones, if required, shall be based on the nesting species, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. The buffers shall be maintained until the breeding season has ended or until a qualified professional biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.



Impact and Mitigation Measure	Applicability to the Project
<p>habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</p> <p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.</p> <p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures <p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable</p>	



Impact and Mitigation Measure	Applicability to the Project
<p>coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	
<p><i>Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</i></p> <p>See PMM BIO-1 through PMM BIO-4, above.</p> <p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach 	<p>Not Applicable. See consistency analysis for PMM BIO-1, PMM BIO-2, PMM BIO3, and PMM BIO-4 under BIO-1, BIO-2, BIO-3, and BIO-4, respectively. The Project site is in a developed, urban area and does not contain any trees or landscaping. The Project would not be developed on existing open space or sensitive habitat. As such, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Thus, incorporation of PMM BIO-5 is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of</p>	



Impact and Mitigation Measure	Applicability to the Project
<p>a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist. 	
<p><i>Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</i></p> <p>See PMM BIO-1 through PMM BIO-5, above.</p> <p>PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable. 	<p>Not Applicable. See consistency analysis for PMM BIO-1 under Impact BIO-1. PMM BIO-6 does not apply to the Project because the Project site is not subject to any provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Furthermore, the Project site is not within or adjacent to an existing Significant Ecological Area. Thus, incorporation of PMM BIO-6 is not required.</p>
CULTURAL RESOURCES	
<p><i>Impact CULT-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5.</i></p> <p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA</p>	<p>Not Applicable. The Project site is currently improved with two commercial and industrial buildings and a surface parking lot. A Cultural Resources Assessment was prepared for the Project site by Kimley-Horn and Associates (see Appendix 6.5-1: Cultural Resources</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: <ul style="list-style-type: none"> - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the 	<p>Assessment). As concluded in the Cultural Resources Assessment, the two structures within the Project area appear to have been constructed within the last 45 years, which is generally utilized as the age threshold for identifying whether built properties are considered historic in age. Further, no portion of the Project site is listed in the Los Angeles Historic Resources Inventory, the National Register of Historic Places or listed in the California Registry of Historical Resources by the State Historical Resources Commission, nor appears to be eligible under any of the NRHP Criteria. The City does not have a historic designation program or historic preservation ordinance. Therefore, the Project would not significantly affect any historical resources, and application of PMM CULT-1 is not required.</p> <p>Further, GMC Sections 18.42.210C, <i>Paleontological Resources</i>, and 18.42.210D, <i>Cultural Resources</i>, further require:</p> <p>C. Paleontological Resources.</p> <ol style="list-style-type: none"> 1. Prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop worker environmental awareness 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. 2. If fossils or fossil-bearing deposits are encountered during ground-disturbing activities, work within a twenty-five-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



Impact and Mitigation Measure	Applicability to the Project
<p>Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological</p>	<p>excavation may be warranted, as deemed necessary by the paleontologist.</p> <p>D. Cultural Resources.</p> <p>1. If Native American or tribal cultural resources are found on the site, the Applicant shall enter into a cultural resources treatment agreement with a local Native American tribe traditionally and culturally affiliated with Gardena that is acknowledged by the Native American Heritage Commission, which shall address the following:</p> <p>a. Treatment and disposition of cultural resources;</p> <p>b. Designation, responsibilities, and participation of professional tribal monitors during grading, excavation and ground disturbing activities;</p> <p>c. Project grading and development scheduling;</p> <p>d. Terms of compensation for the tribal monitors;</p> <p>e. Treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on site;</p> <p>f. Tribal monitor’s authority to stop and redirect grading in order to evaluate the significance of any potential resources discovered on the property, and to make recommendations as to treatment; and</p> <p>g. The Applicant’s agreement to relinquish ownership of all cultural resources, including all archaeological artifacts that are found on the project area, to the tribe for proper treatment and disposition; and the Applicant’s agreement that all tribal sacred sites are to be avoided and preserved.</p> <p>2. Human Remains.</p> <p>a. In compliance with state law, if human remains are unearthed, the project developer, pursuant to State Health and Safety Code Section 7050.5, will contact the county coroner and ensure no further disturbance occurs until the county coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.</p> <p>b. If the remains are determined to be of Native American descent, the Native American Heritage Commission (NAHC) must be notified within twenty-four hours.</p> <p>3. Archaeological Resources:</p> <p>Although the probability of encountering archaeological resources at the site is low, the Project Applicant would be required to comply with the</p>



Impact and Mitigation Measure	Applicability to the Project
<p>resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this</p>	<p>City's standard Condition of Approval for the Inadvertent Discovery of Unknown Archaeological Resources, which requires the following:</p> <ul style="list-style-type: none"> • If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact; • The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and • The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. • Project development activities may resume once copies of the archaeological survey, study or report are submitted to: <ul style="list-style-type: none"> SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834 • Prior to building permit issuance, Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. • A covenant and agreement binding the Applicant to this condition shall be recorded prior to the issuance of a grading permit.



Impact and Mitigation Measure	Applicability to the Project
<p>archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p>	
<p><i>Impact CULT-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.</i></p> <p>See PMM CULT-1, above.</p>	<p>Substantially Conforms Through Regulatory Compliance.</p> <p>See discussion under Impact CULT-1 above.</p>
<p><i>Impact CULT-3 Disturb human remains, including those interred outside of dedicated cemeteries.</i></p> <p>PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>Substantially Conforms Through Regulatory Compliance. The Project would be required to comply with similar regulatory measures that are equal to or more effective than PMM CULT-2. The Project site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Nonetheless, compliance with</p>



Impact and Mitigation Measure	Applicability to the Project
<p>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p> <p>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</p> <ul style="list-style-type: none"> - Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available. - If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance. 	<p>existing regulatory requirements would ensure that potential human remains would be handled properly.</p> <ul style="list-style-type: none"> • Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered unexpectedly during construction demolition and/or grading activities, it is required that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California PRC Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed: <ul style="list-style-type: none"> • Stop immediately and contact the County Coroner: <p style="margin-left: 40px;">1104 N. Mission Road Los Angeles, CA 90033 323-343-0512</p> <p style="margin-left: 40px;">(8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (after hours, Saturday, Sunday, and holidays)</p> • If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. <ul style="list-style-type: none"> - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. • If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. <p>Additionally, the Applicant will be required to comply with GMC Section 18.42.210D.2, cited above.</p>
ENERGY	
<p><i>Impact EN-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</i></p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project's impacts are less than significant, no Project-specific mitigation is required.</p>



Impact and Mitigation Measure	Applicability to the Project
No mitigation measures required.	
<p>Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.</p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
GEOLOGY AND SOILS	
<p>Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) 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; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.</p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p>Impact GEO-2 Result in substantial soil erosion or the loss of topsoil.</p> <p>PMM GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of 	<p>Substantially Conforms Through Regulatory Compliance. The Project would be consistent with PMM GEO-1 because the Project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations as included in the Preliminary Geotechnical Investigation Report (Appendix 6.7-1: Preliminary Geotechnical Investigation Report).</p> <p>The Project would also be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) from the State Water Resources Control Board (SWRCB) and prepare a Stormwater Pollution Prevention Plan (SWPPP) which would include best management practices (BMPs) to reduce water quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater and wind erosion; reduce tracking of soil and debris into adjacent roadways and off-site areas; and manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Additionally, the Project’s construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Thus, application of PMM GEO-1 is not required due to compliance with regulatory mitigation measures.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</p> <p>c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	
<p><i>Impact GEO-3 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.</i></p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p><i>Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.</i></p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p><i>Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.</i></p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p><i>Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.</i></p> <p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>Substantially Conforms Through Regulatory Compliance. The Project would be required to comply with similar regulations that are equal to or more effective than PMM GEO-2. The Project would be required to comply with existing regulations related to the discovery of unknown paleontological resources, should they be encountered during ground disturbing activities as outlined in PMM GEO-2. If paleontological resources are discovered during excavation, grading, or construction, the City shall be notified immediately, and all work shall cease in the</p>



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: <ul style="list-style-type: none"> 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If 	<p>area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Additionally, the Project will be required to comply with GMC Section 18.42.210C, cited above.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.</p> <ol style="list-style-type: none"> 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. <ol style="list-style-type: none"> e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements. 	
GREENHOUSE GAS EMISSIONS	
<p><i>Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</i></p> <p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable</p>	<p>Not Applicable. As discussed in detail in Section 6.0: Evaluation of Environmental Impacts, the Project's generation of GHG emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Thus, incorporation of PMM GHG-1 into the Project is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ul style="list-style-type: none"> i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project’s emissions. d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; 	<p>Moreover, pursuant to PRC Section 21159.28(a), a Sustainable Communities Environmental Assessment (SCEA) prepared for a residential or mixed-use development that is consistent with the RTP/SCS, such as the Project, need not analyze or discuss project-specific or cumulative greenhouse gas emission impacts from mobile source emissions generated by cars and light duty trucks. Further the Project would be required to comply with similar regulations that are equal or more effective than this mitigation measure, such as GMC Section 15.24.010, <i>Adoption of CALGreen Code</i>, which incorporates the Green Building Standards (CALGreen) Code. The Project also includes other features that are listed within the mitigation measure, including developing on a site that is located near existing transit. The Project would also include a pedestrian friendly design with existing sidewalks and two courtyards. A total of 75 of bicycle parking spaces would be provided on the Project site. In addition, the proposed project would include 51 electric vehicle (EV) charging capable parking spaces, 127 EV ready parking spaces, and 26 EV chargers, which is 40 percent of the total parking spaces provided (consistent with CALGreen).</p>



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply through: i) Elimination (or reduction) of minimum parking requirements, ii) Creation of maximum parking requirements, iii) Provision of shared parking; 	



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions 	



Impact and Mitigation Measure	Applicability to the Project
<p>vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</p> <p>v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling, composting, and reuse.</p> <p>k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</p>	
<p><i>Impact GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</i></p> <p>See PMM GHG-1, above.</p>	<p>Not Applicable. See discussion under Impact GHG-1.</p>
<p>HAZARDS AND HAZARDOUS MATERIALS</p>	
<p><i>Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</i></p> <p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</p> <p>b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</p>	<p>Substantially Conforms Through Regulatory Compliance. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers’ instructions and are not expected to cause risk to the public or nearby schools. In addition, all construction work would be performed consistent with applicable federal California Occupational Safety and Health Administration Safety and Health Standards and California OSHA requirements to ensure the safety and well-being of construction workers.</p> <p>The types of potentially hazardous substances and materials that would be used in association with the operation of the project would include those typical of residential developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, such substances and materials would be contained, stored, and used in accordance with manufacturers’ instructions and handled in compliance with applicable standards and regulations. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of</p>



Impact and Mitigation Measure	Applicability to the Project
<p>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> – The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. – The location of such hazardous materials. – An emergency response plan including employee training information. – A plan that describes the way these materials are handled, transported and disposed. <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p> <p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p> <p>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</p>	<p>hazardous materials, and the Project is consistent with PMM HAZ-1. Thus, application of PMM HAZ-1 is not required.</p>



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies. 	
<p>Impact HAZ-2 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.</p> <p>See PMM HAZ-1, above.</p> <p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; h) Quarterly hazardous commodity flow information, including classification and characterization of 	<p>Substantially conforms through regulatory compliance and implementation of Project-specific mitigation measures which are equal to or more effective than this mitigation measure. See consistency analysis for PMM HAZ-1 under Impact HAZ-1.</p> <p>Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, and transmission fluid), and/or handling/transport of demolition debris and import/export of soils. However, these activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All Project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials/waste, ensuring that all potentially hazardous materials are used and handled in an appropriate manner.</p> <p>The Phase I Environmental Site Assessment (ESA) and Phase II ESA (See Appendices G-1 and G-2, respectively) were prepared to assess the potential for Project implementation to result in impacts related to hazards and hazardous materials. As described in the Phase I ESA, the existing buildings on the Project Site have the potential for asbestos containing materials (ACM) and lead based paint (LBP) to be present in the existing structure. Due to the presumed presence of ACM and LBP in the existing structures on the Project Site, compliance with COA HAZ-1 and COA HAZ-2 regarding investigation and removal of these materials would be required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.</p>	<p>The Phase I ESA identified recognized environmental conditions (RECs), controlled RECs (CREC), and/or environmental issues with the Project site. A REC refers to the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property due to the release to the environment under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. A CREC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. If RECs or environmental issues in connection with hazards or hazardous materials on the Project site are identified, the Project may result in a significant impact related to the creation of a hazard to the public or environment.</p> <p>The Project’s Phase I ESA concluded the that the Project site contained RECs related to the handling of hazardous materials on the Project site, lack of environmental investigation or evidence of closure for any USTs or clarifiers on the Project site, and lack of investigation into the spray booth that had previous violations reported. The Phase I ESA also noted a CREC related to the adjacent Honeywell, Inc. facility that is undergoing in-situ treatment/containment of a groundwater plume using an enhanced reductive dichlorination barrier system. To reduce the potential impact of exposure to hazardous materials, a soil management plan with requirements related to the hydraulic auto lifts and clarifiers/underground storage tanks would be required as outlined in the Project-specific MM HAZ-1 through MM HAZ-4 described in Section 6.9 below.</p> <p>The Phase II ESA investigation identified benzene, ethylbenzene, PCE, meta-, para- and ortho-xylene and TPHg concentrations that exceeded the soil vapor screening level for potential indoor air vapor intrusion risk at residential sites based on current DTSC vapor intrusion guidance. To reduce the potential impact of exposure to these contaminants, additional soil vapor sampling would be required as set forth in MM HAZ-5.</p> <p>Project operations would involve the use of typical hazardous materials/chemicals associated with residential uses such as household cleaners, paints,</p>



Impact and Mitigation Measure	Applicability to the Project
	<p>solvents, and fertilizers and pesticides for site landscaping. Any routine transport, use, and disposal of these material during Project operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Further, hazardous materials/chemicals such as household cleaners, paints, solvents, and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment.</p> <p>Therefore, the City has determined that the Project's compliance with existing regulatory requirements and MM HAZ-1 through MM HAZ-4 is equal to or more effective than PMM HAZ-2.</p>
<p><i>Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.</i></p> <p>See PMM HAZ-1 and PMM HAZ-2, above.</p> <p>PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials. 	<p>Not Applicable. PMM HAZ-3 is not applicable to the Project because the City determined, based on the analysis of this topic in Section 6.9: Hazards and Hazardous Materials, that the Project would not result in a potentially significant impact related to the release of hazardous materials near school.</p> <p>Notwithstanding, construction of the project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. However, all such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. In addition, all construction work would be performed consistent with applicable federal OSHA Safety and Health Standards and Cal/OSHA requirements to ensure the safety and well-being of construction workers.</p> <p>The types of potentially hazardous substances and materials that would be used in association with the operation of the project would include those typical of residential and commercial developments, such as small quantities of cleaning solvents, painting supplies, pesticides for landscaping, and pool maintenance. However, such substances and materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Therefore, construction and operation of the project would not create a significant risk of exposure to hazardous materials for the public or the environment, including schools. Thus, application of</p>



Impact and Mitigation Measure	Applicability to the Project
	PMM HAZ-3 is not required due to regulatory compliance.
<p>Impact HAZ-4 <i>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.</i></p> <p>PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, 	<p>Not Applicable. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to compile list of hazardous materials sites, commonly referred to as the “Cortese List.” While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992, and information regarding the Cortese List is now compiled on the websites of different agencies. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action, facilities, as well as existing site cleanup information. The RWQCB maintains a similar database (Geotracker). EnviroStor and Geotracker each provide access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor and Geotracker also provide information on investigation, cleanup, permitting, and/or corrective actions that are permitted, planned, being conducted, or have been completed under DTSC’s and the applicable RWQCB respective oversight.</p> <p>The Phase I ESA prepared a review of all major governmental databases was conducted to identify any information related to hazardous materials on, or in the immediate vicinity, of the Project site.</p> <p>The Phase I ESA found that the Project site is not located on any list of hazardous waste sites pursuant to Section 65962.5. Therefore, PMM HAZ-4 does not apply to the Project.</p> <p>As described in the Phase I ESA, based on the buildings’ dates of construction, there is a potential that asbestos-containing materials (ACMs) are present on-site. Consistent with SCAG mitigation measure PMM HAZ-4, the Applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <ul style="list-style-type: none"> f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies. j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, 	



Impact and Mitigation Measure	Applicability to the Project
<p>submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p> <p>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p> <p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration’s (Cal OSHA’s) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling,</p>	



Impact and Mitigation Measure	Applicability to the Project
<p>handling, treating, transporting, and/or disposing of such materials.</p>	
<p><i>Impact HAZ-5 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.</i></p> <p>See PMM NOISE-1, above.</p>	<p>Not Applicable. See consistency analysis for PMM NOISE-1 under Impact NOISE-1. The Project is not located within an airport land use plan or within two miles of a public or public use airport. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Thus, incorporation of PMM NOISE-1 is not applicable.</p>
<p><i>Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</i></p> <p>See PMM HAZ-1 through PMM HAZ-4 above and PMM TRA-5 below.</p> <p>PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. 	<p>Substantially Conforms Through Regulatory Compliance. See consistency analysis for PMM HAZ-1 through PMM HAZ-3, and PMM TRA-2 under Impact HAZ-1 through Impact HAZ-3, and Impact TRA-4, respectively.</p> <p>The Project would comply with the City’s adopted Emergency Operations Plan. In addition, the Project would not result in any permanent alterations to vehicular circulation routes or obstruct public access along adjacent roadways. Most construction staging would occur within the boundaries of the Project site and would not interfere with circulation along the adjacent roadways, or any other nearby roadways; however, although temporary lane closures will be required for staging activities and utility and sidewalk improvements on public right-of-way, none of the surrounding roadways would be significantly impeded. Prior to the issuance of a building permit, the Applicant is required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. The Los Angeles County Fire Department (LACFD) will 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. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to LACFD for review and approval prior to issuance of any building permit. Approval by LACFD would ensure that Project construction and operation would not impair implementation of or physically interfere with the City’s EOP or emergency evacuation plan. Therefore, compliance with existing regulations would achieve conformance with PMM HAZ-5.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p> <p>See PMM WF-1, under Impact WF-2 and Impact HAZ-7 below.</p>	<p>Not Applicable. See discussion of the applicability of PMM WF-1, under Impact WF-2 and Impact HAZ-7 below.</p> <p>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 Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.</p>
HYDROLOGY AND WATER QUALITY	
<p>Impact HYD-1 Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p> <p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated 	<p>Substantially Complies Through Regulatory Compliance. The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. The Project would be required to obtain a NPDES CGP from the SWRCB and prepare a SWPPP which would include BMPs to reduce water quality impacts, including various measures to control on-site erosion, reduce sediment flows into stormwater and wind erosion; reduce tracking of soil and debris into adjacent roadways and off-site areas; and manage wastes, materials, wastewater, liquids, hazardous materials, stockpiles, equipment, and other site conditions to prevent pollutants from entering the storm drain system. Additionally, pursuant to GMC Section 8.70.110, <i>Pollutant Source Reduction</i>, the Project’s construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. Implementation of the provisions of the NPDES permit and compliance with City grading requirements would minimize construction impacts through BMPs that reduce construction-related impacts.</p> <p>The Project would also be subject to the Los Angeles County Low Impact Development (LID) Ordinance. Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project site, the Project would implement a LID stormwater management strategy. Furthermore, pursuant to GMC Section 8.70.110, the Project would be subject to comply with post-construction runoff pollution reduction BMPs</p>



Impact and Mitigation Measure	Applicability to the Project
<p>buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</p> <ul style="list-style-type: none"> i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible. 	<p>implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP requires LID BMPs, source control BMPs, and structural and nonstructural BMPs for specific types of uses. The SUSMP is required to be submitted to the City for review and approval and incorporated into the Project plans. Compliance with NPDES and GMC requirements, which include implementation of LID BMPs, would ensure that Project construction and operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade groundwater quality. Impacts would be less than significant. Thus, incorporation of PMM HYD-1 is not required due to regulatory compliance.</p>
<p><i>Impact HYD-2 Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</i></p> <p>PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially</p>	<p>Not Applicable. The Project site is fully developed with two commercial and industrial buildings and a surface parking lot.</p> <p>In its existing condition, the Project site is almost completely developed with impervious surfaces, including buildings and paved areas. While some of the stormwater that encounters the site is absorbed by on-site vegetation, the majority of the stormwater is directed into the City's local storm drainage system. The Project site is not a significant area of</p>



Impact and Mitigation Measure	Applicability to the Project
<p>degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	<p>groundwater recharge. Therefore, Project development would not result in the depletion of groundwater supplies or levels since no groundwater interception or withdrawal as part of the Project. Thus, incorporation of PMM HYD-2 is not required.</p>
<p><i>Impact HYD-3a Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site.</i></p> <p>See PMM HYD-1, above.</p>	<p>Substantially Complies Through Regulatory Compliance. See discussion for PMM HYD-1 under Impact HYD-1 for discussion of the proposed project’s consistency with this mitigation measure.</p> <p>As discussed under Impact HYD-1, the Project already substantially conforms with PMM HYD-1, because the Project would implement the regulatory requirements discussed above under Impact HYD-1, which include stringent controls imposed via the County’s LID Ordinance and the City’s SUSMP regulations.</p>
<p><i>Impact HYD-3b Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner that would result in flooding on site or off site.</i></p> <p>See PMM HYD-1 and PMM HYD-2, above.</p>	<p>Substantially Conforms Through Regulatory Compliance. See discussion for PMM HYD-1 and PMM HYD-2 under Impact HYD-1 and Impact HYD-2, respectively for discussion of the proposed Project’s consistency with these mitigation measures.</p>
<p><i>Impact HYD-3c 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 create or contribute runoff water which would exceed the</i></p>	<p>Substantially Conforms Through Regulatory Compliance. See discussion for PMM HYD-1 and HYD-2 under Impact HYD-1 and Impact HYD-2, respectively for discussion of the proposed Project’s consistency with these mitigation measures.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p> <p>See PMM HYD-1 and PMM HYD-2, above.</p>	
<p>Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p> <p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100- year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change. 	<p>Not Applicable. According to Federal Emergency Management Agency’s Flood Insurance Rate Map, the Project site is not within a Special Flood Hazard Area and is identified as being in an Area of Minimal flood Hazard.¹² The Project site is also not within a tsunami inundation zone.¹³ Further, based on the Phase I ESA, no wetlands were identified on the Project site or adjoining properties and therefore, the risk of flooding from a seismically induced seiche is remote. Therefore, the Project would not risk release of pollutants due to project inundation, and incorporation of PMM HYD-4 is not required.</p>
<p>Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.</p> <p>See PMM HYD-2, above.</p>	<p>Not Applicable. See discussion of the applicability of PMM HYD-2 under Impact HYD-1 above.</p>
LAND USE AND PLANNING	
<p>Impact LU-1 Potential for the Plan to physically divide an established community.</p> <p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Facilitate good design for land use projects that build upon and improve existing circulation patterns. 	<p>Not Applicable. The Project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of an established community. Thus, incorporation of PMM LU-1 is not required.</p>

¹² Federal Emergency Management Agency (FEMA). (2008). FEMA Flood Map Service Center. Retrieved from: <https://msc.fema.gov/portal/search?AddressQuery=14600%20S%20Western%20Ave%2C%20Gardena%2C%20CA%2090247>, accessed September 2023.

¹³ California Department of Conservation. (2021). California Tsunami Maps. Retrieved from: <https://www.conservation.ca.gov/cgs/tsunami/maps>, accessed September 2023.



Impact and Mitigation Measure	Applicability to the Project
<p>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:</p> <ul style="list-style-type: none"> – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. – Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). <p>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</p> <ul style="list-style-type: none"> – Alignment shifts to minimize the area affected. – Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	
<p><i>Impact LU-2 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.</i></p> <p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</p>	<p>Not Applicable. PMM LU-2 is not applicable to the Project. The Project would not physically divide a community. In addition, the Project is consistent with the General Plan and underlying zone designation and does not require a General Plan Amendment of Zone Change.</p>
MINERAL RESOURCES	
<p><i>Impact MIN-1 Potential to 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.</i></p>	<p>Not Applicable. The Project site is fully developed. According to the California Department of Conservation Well Finder, there are no wells within</p>



Impact and Mitigation Measure	Applicability to the Project
<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: <ol style="list-style-type: none"> 1. Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2. Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3. Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4. Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land 	<p>or in the vicinity of the Project site. The closest well is an idle gas and oil well approximately 0.35 miles southeast of the Project site.¹⁴ Additionally, there are no drilling or mining of mineral resources at or near the Project site. The closest mine is the Durbin Mine, an active sand and gravel mine approximately 28 miles northeast of the Project site in the City of Irwindale.¹⁵ The Project site is also not identified for such uses in the General Plan. Thus, incorporation of PMM MIN-1 is not required.</p>

¹⁴ California Department of Conservation Geologic Energy Management Division. Well Finder. Retrieved from: <https://maps.conservation.ca.gov/doggr/wellfinder/>, accessed November 2023.

¹⁵ California Department of Conservation. (2016). Mines Online. Retrieved from: <https://maps.conservation.ca.gov/mol/index.html>, accessed November 2023.



Impact and Mitigation Measure	Applicability to the Project
<p>use categories and zoning that allow for mining of mineral resources.</p>	
<p>Impact MIN-2 Potential to 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.</p> <p>See PMM MIN-1, above.</p>	<p>Not Applicable. See discussion for PMM MIN-1 under Impact MIN-1 above.</p>
NOISE	
<p>Impact NOISE-1 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.</p> <p>PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment are properly maintained per manufacturers’ specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine 	<p>Substantially conforms through regulatory compliance and implementation of Project-specific mitigation measures which are equal to or more effective than this mitigation measure. The Project would be required to comply with applicable noise regulations and the City’s Noise Ordinance detailed in GMC Chapter 8.36, <i>Noise</i>, intended to control unnecessary, excessive, and annoying noise and vibration in the City. Specifically, the Project would be required to comply with GMC Section 8.36.080, <i>Exemptions</i>, which prohibits construction activities between 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.</p> <p>The Project would implement the Project-specific mitigation measure MM NOI-1, which requires proper maintenance of construction equipment and installation of noise muffling devices to reduce construction noise to less than significant levels. Further, Conditions of approval will be added to incorporate items c), d), e), f), g), h), j), l) o) and q). The other measures included in PMM NOISE-1 are determined to be inapplicable to the Project or duplicative of other measures that will be imposed as conditions of approval.</p> <p>Regarding potential operational impacts on surrounding uses, the potential exterior noise would be consistent with the area and with the exterior noise standards detailed in GMC Section 8.36.040, <i>Exterior Noise Standards</i>. Therefore, the Project would be consistent with the applicable requirements of PMM NOISE-1.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</p> <ul style="list-style-type: none"> h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses; n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. 	



Impact and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. q) Use of portable barriers in the vicinity of sensitive receptors during construction. r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p><i>Impact NOISE-2 Generation of excessive groundborne vibration or groundborne noise levels.</i></p> <p>See PMM-NOISE-1 above.</p> <p>PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA</p>	<p>Substantially Conforms Through Regulatory Compliance. See above for discussion of consistency with PMM NOISE-1 under Impact NOISE-1 above.</p> <p>The Project would substantially conform to PMM NOISE-2 due to its required compliance with existing</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating noise standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors. 	<p>regulations, including GMC Chapter 8.36, <i>Noise</i>. Thus, incorporation of PMM NOISE-2 is not required. The Project does not require any pile driving.</p>
<p><i>Impact NOISE-3 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.</i></p> <p>See PMM-NOISE-1, above.</p>	<p>Not Applicable. The Project is not located within an airport land use plan or within two miles of a public or public use airport. Therefore, the Project would not expose people residing or working in the project area to excessive noise levels generated from this airport, and no impact would occur. Thus, incorporation of PMM NOISE-1 is not required.</p>
POPULATION AND HOUSING	
<p><i>Impact POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).</i></p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>No project-level mitigation measures were identified for this issue.</p>	
<p>Impact POP-2 Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.</p> <p>PMM POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	<p>Not Applicable. The Project would not displace any existing housing, as it would replace existing non-residential uses at the Project site. Furthermore, the Project would develop 300 DU at the Project site including 17 affordable units. Accordingly, development of the Project would not necessitate the construction of replacement housing and PMM POP-1 does not apply. Thus, incorporation of PMM POP-1 is not required.</p>
PUBLIC SERVICES	
<p>Impact PSF-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p> <p>See PMM PSP-1, below.</p>	<p>Substantially Conforms Through Regulatory Compliance. The City is contracted with LACFD to provide fire protection and emergency medical services to the City. The Project would comply with applicable fire protection design standards in the California Building Code, California Fire Code, and the Los Angeles County Fire Code (adopted by reference in GMC Chapter 8.08) to ensure adequate fire protection. Further, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g., sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and</p>



Impact and Mitigation Measure	Applicability to the Project
	grading would be prepared for review and approval by the LACFD. Additionally, a Condition of Approval will be added requiring the Project developer to provide a traffic control plan. Therefore, the Project's impacts with respect to fire protection would be less than significant and compliance with existing requirements and LACFD review of the Project would ensure consistency with PMM PSP-1.
<p><i>Impact PSP-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</i></p> <p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan. 	<p>Substantially Conforms Through Regulatory Compliance. The Project site and surrounding are currently served by the City of Gardena Police Department. In accordance with existing City regulations, the Project would implement appropriate temporary security features during construction (e.g., installing chain link fencing and security lighting around the Project site). Further, during operation, the Project would provide perimeter lighting to provide increased visibility and security, surveillance system, parking access control, and residential units access control. These measures would provide defensible spaces designed to reduce opportunity crime and ensure safety and security. Therefore, the Project is not anticipated to generate a demand for additional police protection services that could exceed the City of Gardena Police Department's capability to serve the Project site. As such, the Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. Thus, incorporation of PMM PSP-1 is not required.</p> <p>Additionally, a Condition of Approval will be added requiring the Project developer to provide a traffic control plan.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Impact PSS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p> <p>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. 	<p>Substantially Conforms Through Regulatory Compliance. The Project would substantially conform to PMM PSS-1 due to its compliance with existing regulatory requirements. Specifically, payment of required school fees to Los Angeles Unified School District is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995. Therefore, pursuant to existing regulatory requirements, the Project would be consistent with PMM PSS-1.</p>
<p>Impact PSL-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p> <p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts. 	<p>Not Applicable. The Project site is located in an urbanized area of the City that is already served by several existing libraries, with the closest being the Gardena Mayme Dear Library, approximately 1.2 miles from the Project site at 1731 W Gardena Boulevard. While the Project’s residential population could result in an increased demand for library services, the Project would not create the need for new or altered library facilities. Thus, incorporation of PMM PSL-1 is not required.</p>
RECREATION	
<p>Impact REC-1 Potential to 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.</p> <p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and</p>	<p>Substantially Conforms Through Project Design Features. Several existing parks are located in the Project site area. GMC Section 18.18A.040, <i>Development Standards</i>, requires a minimum of 150 SF of usable common or private open space for each unit of all multi-family dwellings (i.e., 45,000 SF). In compliance with GMC Section 18.18A.040, the Project proposes 49,701 SF of open space, including approximately 19,597 SF of private open space and approximately 30,104 SF of common open space. The</p>



Impact and Mitigation Measure	Applicability to the Project
<p>feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 	<p>Project also proposes various amenities (i.e., two pools, clubhouse, courtyard, fitness center, spa, golf lounge, and business center) on the podium level.</p> <p>Upon approval of the Project, construction of the Project would comply with GMC Section 18.18A.040. The Project is not required to pay Quimby fees as there is no subdivision involved. Thus, incorporation of PMM REC-1 is not required.</p>
<p><i>Impact REC-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.</i></p> <p><i>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.</i></p> <p>See PMM REC-1, PMM AQ-1, and PMM NOISE-1, above.</p>	<p>Substantially conforms through regulatory compliance, implementation of Project-specific mitigation measures which are equal to or more effective than this mitigation measure, and Project design features. See discussion of applicability of PMM REC-1, PMM AQ-1, and PMM NOISE-1 above.</p>
TRANSPORTATION	
<p><i>Impact TRA-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.</i></p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p><i>Impact TRA-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b).</i></p> <p>PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse</p>	<p>Not Applicable. As outlined in the Vehicle Miles Traveled (VMT) Assessment prepared for the Project (see Appendix 6.17-1), residential and office development projects located within a low VMT-generating area may be presumed to have a less than significant impact absent any substantial evidence to the contrary. Low VMT areas for residential projects</p>



Impact and Mitigation Measure	Applicability to the Project
<p>effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> - include TDM mitigation requirements for new developments; - incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; - provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; - implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; - develop TDM-specific performance measures to evaluate project-specific and system-wide performance; - incorporate TDM performance measures in the decision-making process for identifying transportation investments; - implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and - set aside funding for TDM initiatives. • The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis. 	<p>are defined as traffic analysis zones (TAZs) that generate VMT on a per capita basis that is at least 15 percent lower than the regional average. The SCAG travel demand model was used to establish VMT performance Citywide and for individual TAZs. The VMT metrics for the City of Gardena are then compared to the SCAG regional average. As noted in the City’s Guidelines, the average Homer-Based VMT per capita in the City is more than 20 percent below the regional average. As concluded in the VMT Assessment, the Project is located in an area that is more than 15 percent below the baseline regional average. Thus, the Project satisfies the low VMT area screening criteria and therefore screens out of the VMT analysis. The Project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3(b) and impacts would be less than significant with no mitigation required.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Impact TRA-3 Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p> <p>No mitigation measures required.</p>	<p>Not Applicable. No mitigation measures related to this issue were identified in the RTP/SCS. Further, because the Project’s impacts are less than significant, no Project-specific mitigation is required.</p>
<p>Impact TRA-4 Result in inadequate emergency access.</p> <p>Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.</p> <p>PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> • Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. • Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. • Scheduling of truck trips outside of peak morning and evening commute hours. • Limiting of lane closures during peak hours to the extent possible. • Usage of haul routes minimizing truck traffic on local roadways to the extent possible. • Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. • Installation of traffic control devices as specified in the California Department of 	<p>Substantially Conforms Through Regulatory Compliance. Emergency access would be provided via Artesia Boulevard and a proposed fire lane on the Project’s western boundary. The construction and operation of the Project would not place any permanent physical barriers on Artesia Boulevard. 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 GMC Section 13.56.430, <i>Road Closure or Interference with Highway Use</i>. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along Artesia Boulevard at all times. All construction activities would occur within the boundaries of the Project site and would not interfere with circulation along West Artesia Boulevard, or any other nearby roadways.</p> <p>The Project would also be subject to the City’s existing regulations that require the Project to comply with the Fire Code, GMC, and LACFD emergency access requirements. Additionally, prior to the issuance of a building permit, the Applicant is required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. Thus, incorporation of PMM TRA-2 is not required.</p> <p>Additionally, a Condition of Approval will be added requiring the Project developer to provide a traffic control plan.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</p> <ul style="list-style-type: none"> • Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. • Storage of construction materials only in designated areas. • Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. • Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. • Enhance emergency preparedness awareness among public agencies and with the public at large. 	
TRIBAL CULTURAL RESOURCES	
<p><i>Impact TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 that is:</i></p> <ul style="list-style-type: none"> a) <i>Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</i> b) <i>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.</i> <p>See PMM CULT-1, above.</p> <p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse</p>	<p>Not Applicable. As described in Section 6.18: Tribal Cultural Resources, the Project would have a less than significant impact concerning tribal cultural resources. Therefore, PMM TCR-1 does not apply.</p>



Impact and Mitigation Measure	Applicability to the Project
<p>effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource. 	
UTILITIES AND SERVICE SYSTEMS	
<p><i>Impact USSW-1 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.</i></p> <p><i>Impact USSW-2 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</i></p> <p>PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <ul style="list-style-type: none"> a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Inclusion of a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) 	<p>Substantially Conforms Through Regulatory Compliance. The Project would comply with applicable provisions of PMM USSW-2 through existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000; the 50 percent diversion is still required. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP 2020 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2035) under current</p>



Impact and Mitigation Measure	Applicability to the Project
<p>increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</p> <p>d) Reuse of existing structure and shell in renovation projects.</p> <p>e) Development of indoor recycling program and space.</p> <p>f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p> <p>g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p>	<p>conditions.¹⁶ Overall, compliance with existing regulations would ensure that the proposed Project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving conformance with PMM USSW-2. Additionally:</p> <ul style="list-style-type: none"> • The Project will be required to comply with all mandatory provisions of CalGreen that are in effect at the time of building application; • The Project will be required to comply with the State demolition requirements requiring 65 percent of nonhazardous materials to be reused or recycled; and • Recycling bins will be provided for the Project.

¹⁶ Los Angeles County Public Works Department. (2019). *Countywide Integrated Waste Management Plan, 2020 Annual Report*. Retrieved from: <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=16231&hp=yes&type=PDF>. Accessed September 2023.



Impact and Mitigation Measure	Applicability to the Project
<p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.</p>	
<p>Impact USWW-1 Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.</p> <p>See PMM-HYD-1, above.</p> <p>PMM USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project’s CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	<p>Not Applicable. See analysis for PMM HYD-1 under HYD-1.</p> <p>As discussed in the Sewer Capacity Study (see Appendix 6.19-1) prepared for the Project, the Project would connect to the Los Angeles Sanitation District (LACSD) sewer main trunk along Artesia Boulevard with an existing six-inch lateral. The site-specific sewer capacity analysis completed for the Project (Tait & Associates, February 2024), which Kimley-Horn peer reviewed on behalf of the City concluded that the proposed Project could tie into existing sewer lines without resulting in a need to upsize, relocate, or construct wastewater facilities.</p> <p>Additionally, the Project would be required to comply with Los Angeles County’s LID Ordinance and the City’s SUSMP regulations. Consistent with LID requirements to reduce the quantity and improve the quality of rainfall runoff that leaves the Project site, the Project would implement a LID stormwater management strategy. Additionally, the SUSMP requires LID BMPs, source control BMPs, and structural and nonstructural BMPs for specific types of uses, and is required to be submitted to the City for review and approval and incorporated into the Project plans. Therefore, based on the above, the Project would not require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects. Thus, incorporation of PMM USWW-1 is not required.</p>
<p>Impact USWW-2 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.</p> <p>See PMM UWW-1, above.</p>	<p>Not Applicable. See discussion for PMM USWW-1 under Impact USWW-1 above, for discussion of the Project’s consistency with this mitigation measure.</p> <p>Wastewater generated by the Project would be conveyed via the existing wastewater conveyance systems for treatment at the A.K. Warren Water Resource Facility (WWRF) (formerly known as the Joint Water Pollution Control Plant) managed by Los Angeles County Sanitation District. The Project would be estimated to increase wastewater generation by</p>



Impact and Mitigation Measure	Applicability to the Project
	<p>approximately 26,403 gallons per day (gpd), which comprises less than one percent of the available capacity of 163 million gpd at the WWRF. Therefore, the WWRF has adequate capacity to accommodate the Project. Thus, incorporation of PMM USWW-1 is not required.</p>
<p><i>Impact USWS-1 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.</i></p> <p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	<p>Not Applicable. Based on the Water Availability Report prepared for the Project (see Appendix 6.19-2), the Project site is served by an existing 10-inch water main located in Artesia Boulevard with a six-inch service lateral that serves a portion of the property to the west and the existing Project's property. The Project assumes a private, on-site water system for the apartment complex that will connect to the public systems.</p> <p>According to the Project's Water Availability Report, the Project would increase water demands for the Project site by 33,466 gpd.</p> <p>A Will Serve Letter was received from Golden State Water Company (GSWC) Southwest District confirming the availability of water service for the Project. The will serve letter notes that service can be provided from existing water facilities within West Artesia Boulevard, therefore it is not anticipated that the 10-inch line located in West Artesia Boulevard would need to be upsized due to Project buildout. Thus, incorporation of PMM USWS-1 is not required.</p>
<p><i>Impact USWS-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.</i></p> <p>See PMM-USWS-1, above.</p>	<p>Not Applicable. See discussion for PMM USWS-1 under Impact USWS-1, for discussion of the proposed project's consistency with this mitigation measure.</p> <p>As noted in the Water Availability Report, the Project is anticipated to increase water demands by</p>



Impact and Mitigation Measure	Applicability to the Project
	<p>approximately 37 acre-feet per year under buildout conditions. This represents approximately 2.2 percent of the total increase in demands anticipated for the GSWC service area from 2025 to 2045 identified in the 2020 UWMP for both normal years and dry years. Based on the above, it is anticipated that GSWC would be able to supply the demands of the Project and future growth. Thus, incorporation of PMM USWS-1 is not required.</p>
WILDFIRE	
<p><i>Impact WF-2 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.</i></p> <p><i>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</i></p> <p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, 	<p>Not Applicable. The Project is located in a highly urbanized area of the City and is not located within or near a State Responsibility Area or lands classified as a Very High Fire Hazard Severity Zone.¹⁷ Thus, incorporation of PMM WF-1 is not required.</p>

¹⁷ California Department of Forestry and Fire Protection (CAL FIRE). (2023). Los Angeles County State Responsibility Area Fire Hazard Severity Zones. Retrieved from: https://osfm.fire.ca.gov/media/1hxhknkbu/fhsz_county_sra_11x17_2022_losangeles_2.pdf, accessed November 2023.



Impact and Mitigation Measure	Applicability to the Project
<p>accumulations of trash and other flammable material away from structures.</p> <p>f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.</p>	
<p>Impact WF-3 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 risks or that may result in temporary or ongoing impacts to the environment.</p> <p>See PMM HAZ-4, above.</p> <p>PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p> <ul style="list-style-type: none"> – Submit a fire protection plan including the designation of fire watch staff; – Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; – Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and – Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	<p>Not Applicable. See consistency analysis for PMM HAZ-4 and PMM WF-1 under Impact HAZ-4 and Impact WF-1, respectively, for discussion of the Project’s consistency with PMM HAZ-4.</p>
<p>Impact WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.</p> <p>See PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4, above.</p>	<p>Not Applicable. See consistency analysis for PMM WF-1, PMM WF-2, PMM HYD1, and PMM HAZ-4 under Impact WF-1, Impact WF-2, Impact HYD-1, and Impact HAZ-4, respectively.</p>
<p>Source: SCAG, 2020-2045 RTP/SCS Final EIR, Mitigation Monitoring and Reporting Program, adopted May 2020.</p>	



5.0 INITIAL STUDY AND ENVIRONMENTAL ANALYSIS

5.1 Background

1.	Project Title: 1610 West Artesia Boulevard Project
2.	Lead Agency Name and Address: City of Gardena Community Development Department 1700 West 162 nd Street Gardena, California 90247
3.	Contact Person and Phone Number: Amanda Acuna, Senior Planner Tel: 310.217.6110 Email: aacuna@cityofgardena.org
4.	Project Location: County of Los Angeles, City of Gardena, at 1610 West Artesia Boulevard
5.	Project Sponsor’s Name and Address: The Picerne Group, Inc. 5000 Birch Street, Suite 600 Newport Beach, CA 92660
6.	General Plan Designation: Very High Density Residential
7.	Zoning: Very High Density Multi-Family Residential (R-6)
8.	Description of Project: See Section 2.3: Project Characteristics
9.	Surrounding Land Uses and Setting: See Section 2.2: Environmental Setting
10.	Other public agencies whose approval is required (e.g., permits). Los Angeles County Sanitation District; Los Angeles County Regional Water Quality Control Board; Los Angeles County Fire Department; Los Angeles County Public Works Industrial Waste Unit; City of Gardena Building Services; and City of Gardena Public Works Engineering Division.
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.? AB 52 tribal consultation is not required for a SCEA; see also Section 4.18: Tribal Cultural Resources.



5.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the analysis in the following section.

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

5.3 Lead Agency 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.	
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 or a 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.	
I find that the Project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because the SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT (SCEA) identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the Project.	X

CITY OF GARDENA

Amanda Acuna
Senior Planner

Date



6.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines Appendix G. An explanation is provided for all responses except “No Impact” responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on and offsite, Project-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

No Impact. The Project would not have any measurable environmental impact.

Less Than Significant Impact. The Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.

Less Than Significant With Mitigation Incorporated. The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project’s physical or operational characteristics could reduce these impacts to a less than significant level.

Potentially Significant Impact. The Project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to analyze the Project’s impacts and identify mitigation more fully.



6.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in PRC Section 21099, would the project:				
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) If in a non-urbanized area, 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	

IMPACT ANALYSIS

6.1a Would the project have a substantial adverse effect on a scenic vista?

No Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the public’s benefit. No such conditions exist on or near the Project site. Additionally, the General Plan does not specifically address scenic vistas. Therefore, the Project would not have an adverse effect on a scenic vista and no impact would occur.

6.1b Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact. The area surrounding the Project site is predominately developed, with no natural landforms or scenic features present. There are no State- or County-designated scenic highways in the Project site vicinity.¹⁸ Therefore, the Project would not damage scenic resources within a State Scenic Highway. No impact would occur and no mitigation is required.

¹⁸ California Department of Transportation. (2019). *California State Scenic Highway System Map*. Retrieved from <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>, Accessed November 2023.



6.1c If in a non-urbanized area, would the project 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 in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The Project site is located within an urbanized area. The Project site is fully developed with two, one-story commercial and industrial buildings that have been constructed within the last 45 years. As described in **Table 2-2: Surrounding Land Uses**, the Project site is in the City's southeast portion and is bordered by roadways, the Dominguez Channel, industrial uses, commercial uses, and multi-family residential uses. The Project proposes to remove all existing on-site development and construct a six-story podium apartment building with 300 DU.

The Project would be subject to the requirements of GMC Section 18.18A, *Very High Density Multifamily Residential Zone (R-6)*, which addresses permitted and prohibited development intended to provide for the highest density residential district for apartments and condominiums. GMC Section 18.18A.040, *Development Standards*, discusses property development standards that apply to all land and buildings in the R-6 zone. Additionally, the Project would be required to comply with the applicable provisions of GMC Chapter 18.42, *General Provisions*, which addresses fences, hedges, and walls; setbacks; security and lighting plans, and pedestrian amenities amongst others.

As part of the City's Site Plan Review process required under GMC Chapter 18.44, *Site Plan Review*, the Project's site plan would be reviewed and only approved after finding the proposed development, including the uses and the physical design of the development, is consistent with the intent and general purposes of the General Plan and provisions of the GMC, and will not adversely affect the orderly and harmonious development of the area (GMC Section 18.44.030, *Factors for Approval*). Although the GMC does not identify specific regulations governing scenic quality, the City's site plan review process would ensure the physical design of the Project 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 and no impact would occur.

6.1d Would the project 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 is in an urbanized area with existing light sources, which include streetlights on West Artesia Boulevard, residential and commercial lighting, and vehicle headlights and traffic signals. While the majority of Project construction would occur during daylight hours, there is a potential that that construction could occur up until 6:00 p.m. and require the use of artificial lighting, particularly during the winter season when daylight is no longer sufficient earlier in the day. Outdoor lighting sources, such as floodlights, spotlights, and/or headlights associated with construction equipment and hauling trucks, typically accompany nighttime construction activities. To the extent evening construction includes artificial light sources, such use would be temporary and would cease upon completion of Project construction.

The Project would generate lighting from two primary sources: lighting from building interiors that would pass through windows and lighting from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). The Project would be required to comply with CCR Title 24 standards which would require all glass used in the building design to have minimal reflectivity to reduce glare to surrounding neighbors. Buildings with large facades constructed of reflective surfaces



(e.g., brightly colored building façades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The Project's proposed design does not include such surfaces or components.

Further, the Project would be required to submit a complete security and lighting plan in accordance with GMC 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 development's design. Lighting plans are required to demonstrate an average of two-foot candle for all public/common areas. Additionally, the placement, height, and direction of illumination would be required to not adversely affect neighboring uses under GMC Section 18.44.030, *Factors for Approval*. The City would also review new lighting for conformance with the Building Energy and Efficiency Standards in effect at the time of building permit application to ensure the minimum amount of lighting is used, and no light spillage would occur. Thus, compliance with the City's established regulatory framework (i.e., CCR Title 24 and GMC Section 18.42.150), which would be verified through the City's plan review process would ensure the Project does 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 and no mitigation is required.

Cumulative Impacts

When evaluating cumulative aesthetic impacts, a number of factors were considered. The cumulative study area for aesthetic impacts is the viewshed that includes the Project site and immediately surrounding areas. The context in which the public views a project will also influence the significance of the aesthetic impact. The contrast a project has with its surrounding environment is in relation to other cumulative projects. For example, if most of an area becomes urbanized, the contrast of a project with the natural surroundings may be less since it would not stand out in contrast as much. In order for a cumulative aesthetic impact to occur, the aesthetic impacts from cumulative projects would need to occur within the same geographic area to substantially alter the existing viewshed or existing scenic character of an area. The cumulative projects would need to be visible together or near each other so a viewer could perceive them in the same view.

There are no vacant or open space properties adjacent to or near the Project site's immediate vicinity or viewshed, or sites proposed for development. Other potential future projects in the viewshed would likely be renovations or rehabilitations because of existing development bordering the Project site. No cumulative visual impacts would occur.

Mitigation Measures

No mitigation measures are required.



6.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
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 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				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

IMPACT ANALYSIS

- 6.2a Would the project 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?
- 6.2b Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- 6.2c Would the project 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))?

6.2d Would the project result in the loss of forest land or conversion of forest land to non-forest use?

6.2e Would the project 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. No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in the City.¹⁹ Further, the Project site is not the subject of a Williamson Act Contract.²⁰ The Project site is zoned Very High Density Multi-Family Residential (R-6) and is not used for agricultural uses.²¹ No agricultural, forest land, or timberland zoning exists in the City. Therefore, the Project would result in no impact concerning mapped farmlands, Williamson Act Contracts, or agricultural, forest, or timber land zoning. The Project site is fully developed with two, one-story commercial and industrial buildings totaling approximately 39,510 SF. No farmland, forest land, or timberland exist in the City. Therefore, the Project would not result in the conversion or loss of Farmland, forest land or timberland. No impact would occur, and no mitigation is required.

Cumulative Impacts

The Project site is located in a developed, urban area and is surrounded by other existing urban uses including commercial, industrial, and residential uses. The Project site is developed as a car wash and automobile care center and surface parking lot; it is not currently an agricultural use. In addition, the City has not zoned the Project site for forestry-related uses. Project implementation would not impact agricultural and forestry resources. Further, the City does not identify any agricultural, forest land, or timberland within the City. Therefore, no cumulative impacts would occur.

Mitigation Measures

No mitigation measures are required.

¹⁹ California Department of Conservation. (2016). *California Important Farmland Finder*. Retrieved from <https://maps.conservation.ca.gov/dlrp/ciff/>.

²⁰ California Department of Conservation. (2016). *Williamson Act/Land Conservation Act*. Retrieved from <http://www.conservation.ca.gov/dlrp/lca>.

²¹ City of Gardena. (2020). *Zoning Map*. Gardena, CA: City of Gardena Planning Division. Retrieved from https://cityofgardena.org/wp-content/uploads/2020/11/Gardena_Zonning_2020.pdf.



6.3 Air Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
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	

The basis for the following information and analysis is the Air Quality Technical Report for the 1610 W. Artesia Boulevard Project, Gardena, California 90248 (CAJA Environmental Services and DKA Planning, January 2024) and the Health Risk Assessment, 1610 Artesia Boulevard Project, Gardena, California (Kimley-Horn and Associates, Inc., February 2024). The reports are included in this Initial Study as **Appendix 6.3-1: Air Quality Technical Report** and **Appendix 6.3-2: Health Risk Assessment** and are summarized below.

It is noted, Kimley-Horn conducted a third-party review on behalf of the City of the Project’s Air Quality Technical Report; see **Appendix 6.3-1**. The third-party review concluded the analysis meets the applicable provisions of CEQA and the State CEQA Guidelines.

IMPACT ANALYSIS

6.3a Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project site is located within the South Coast Air Basin (Air Basin) which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The Air Basin is approximately 6,600 square miles extending from the Pacific Ocean to the San Gabriel, San Bernardino, and San Jacinto Mountains. The Air Basin is a coastal plain with broad valleys and low hills and a semi-arid climate. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin.

In this Air Basin, the South Coast Air Quality Management District (SCAQMD) prepares its Air Quality Management Plan (AQMP) with input from the Southern California Association of Governments (SCAG) and California Air Resources Board (CARB). The AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and national air quality standards. AQMPs



are a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. Environmental Protection Agency (U.S. EPA). The SCAQMD adopted the 2022 AQMP on December 2, 2022. The 2022 AQMP includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies, best management practices, co-benefits from existing programs, incentives, and other FCAA measures to achieve standards.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

Criteria 1. A project is consistent with the AQMP, in part, if it is consistent with the population, households, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Gardena General Plan and SCAG's RTP. The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, households, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area (i.e., General Plan). The 2020-2045 RTP/SCS forecasts 65,700 persons, 23,700 households, and 32,100 jobs in the City of Gardena by 2045.

The Project site has a General Plan land use designation of Very High Density Residential and the Project does not propose a General Plan Amendment. However, because the City only recently (i.e., April 2023) adopted this land use designation for the Project site, the 2020-2045 RTP/SCS, General Plan, and the AQMP do not account for residential uses or associated population on the Project site. However, the Project would not substantially increase the population such that the Project would conflict with the RTP/SCS and AQMP. As concluded in **Section 6.14: Population and Housing**, the Project would result in a forecast household (300 DU) and population (810 persons) growth are considered less than significant, given the population is approximately 1.2 percent of the General Plan's forecast population of 63,799 persons at buildout, and approximately 1.3 percent over the 2020-2024 RTP/SCS forecast 2045 population of 65,700 persons.

The Project would also remove approximately 73 jobs from the existing auto repair facilities. Thus, the Project's estimated employment impact would not generate job growth that would conflict with the RTP/SCS and AQMP.

Criteria 2. The Project would not result in any significant air quality impacts (refer to **Table 6-3: Daily Construction Emissions** and **Table 6-4: Daily Operational Emissions**) and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by the SCAQMD, including but not limited to, Rule 403 (Fugitive Dust), Rule 445 (Wood Burning Fireplaces), and Rule 1113 (Architectural Coatings). As such, the Project meets this AQMP consistency criterion.

Criteria 3. With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City, SCAQMD, and SCAG. The Project would be designed and constructed as a TPP and promote environmental sustainability. The Project represents an infill



development within an existing urbanized area that would concentrate more housing and population within a High-Quality Transit Area (HQTA). Sustainability features are incorporated throughout the Project to comply with the Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project site is the 2022 AQMP, the current management plan for progression toward compliance with state and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. Further, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

The Project would not result in a long-term impact on the regions ability to meet the standards for federal and State air quality. In addition, the proposed Project would be consistent with the AQMP goals and policies.

Gardena Climate Action Plan

As shown in **Table 6-1: 2017 Gardena CAP Analysis**, the Project would implement the outlined 2017 Gardena Climate Action Plan (CAP) policies. **Table 6-1** evaluates the Project concerning the relevant CAP goals and strategies and concludes the Project would not conflict with the relevant CAP strategies. Therefore, the Project would not result in a significant environmental impact concerning a conflict with the CAP.

Table 6-1: 2017 Gardena CAP Analysis

Sub-Strategy	Consistency
Land Use and Transportation	
GOAL LUT D: ADOPT ACTIVE TRANSPORTATION INITIATIVES	
Measure LUT D2: Improve Design Of Development. This measure provides improved design elements to enhance slow speed multi-modalism such as walking and bicycling. These strategies may complement the slow-speed concepts found in the SSBS.	
Sub-Strategy D2.1: Require bicycle parking through Zoning Code or other implementation documents.	No Conflict. The Project would provide on-site bicycle parking consistent with the GMC.
Sub-Strategy D2.2: Require new developments to provide pedestrian, bicycle, and transit amenities.	No Conflict. The Project will provide short- and long-term bicycle parking for residents and visitors.
Sub-Strategy D2.3: Require commercial and multi-family residential projects to provide permanent bicycle parking facilities.	No Conflict. The Project will provide permanent short- and long-term bicycle parking for residents and visitors.
GOAL LUT G: LAND USE STRATEGIES	
Measure LUT G1: Increase Density. These strategies seek to increase destination accessibility by encouraging combined uses such as office, commercial, institutional, and residential within areas and developments.	
Sub-Strategy G1.1: Encourage higher density through general plan appropriately in targeted areas.	No Conflict. The Project takes advantage of higher density options (additional 25 percent density bonus) by providing affordable housing on-site.



Sub-Strategy	Consistency
Sub-Strategy G1.2: Encourage higher density through zoning code appropriately in targeted areas.	No Conflict. The Project is located in the Very High Density Residential zone (R-6) and is designated as Very High Density Residential in the General Plan.
Sub-Strategy G1.3: Increase housing density near transit.	No Conflict. The Project provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
Measure LUT G3: Increase Transit Accessibility. Transit accessibility strategies involve measures that encourage transit services through general plans, zoning codes, and ordinances as well as filling in gaps within the transit network.	
Sub-Strategy G3.1: Encourage Transit Accessibility through General Plan.	No Conflict. The Project is located in the Very High Density Residential area of the General Plan and provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
Sub-Strategy G3.1: Encourage Transit Accessibility through zoning code.	No Conflict. The Project is located in the Very High Density Residential zone (R-6) and provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
Measure LUT: G4 - Integrate Affordable And Below-Market-Rate Housing. These strategies facilitate below-market rate housing through ordinances and policies that promote a mix of housing types.	
Sub-Strategy G4.1: Encourage policies that promote a mix of housing types.	No Conflict. The Project will provide 17 affordable residences in the development that will increase the mix of housing types in the City.
Energy Efficiency	
GOAL EE: E - INCREASE ENERGY EFFICIENCY THROUGH WATER EFFICIENCY (WE)	
Measure EE E1: Promote Or Require Water Efficiency Through SB X7-7. The Water Conservation Act of 2009 (SB X7-7) requires all water suppliers to increase water use efficiency. The legislation set an overall goal of reducing per capita urban water consumption by 20 percent from a baseline level by 2020. The goal of the Water Conservation Act can be met by taking a variety of actions, including targeted public outreach and promoting water efficiency measures such as low-irrigation landscaping. Additional water conservation information, resource materials, education, and incentives are available through the West Basin Municipal Water District (WBMWD).	
Sub-Strategy E1.2: Require low-irrigation landscaping.	No Conflict. The Project will comply with Title 24 and CALGreen requirements for low-irrigation landscaping
GOAL EE: F - DECREASE ENERGY DEMAND THROUGH REDUCING URBAN HEAT ISLAND EFFECT	
Measure EE F1: Promote Tree Planting For Shading and EE. Trees and plants naturally help cool an environment by providing shade and evapotranspiration (the movement of water from the soil and plants to the air), making vegetation a simple and effective way to reduce urban heat islands. Urban heat islands are urban areas that are significantly warmer than their surrounding rural areas due to human activities. Shaded surfaces may be 20–45°F cooler than the peak temperatures of un-shaded materials. In addition, evapotranspiration, alone or in combination with shading, can help reduce peak summer temperatures by 2–9°F. Furthermore, trees and plants that directly shade buildings can reduce energy use by decreasing demand for air conditioning.	



Sub-Strategy	Consistency
Sub-Strategy F1.1: Encourage tree planting at plan check.	No Conflict. The Project would include new trees on the Project site. The Project’s tree planting plan will be evaluated at the plan check phase.
Source: City of Gardena. (2017). Gardena Climate Action Plan (Final). Retrieved from: https://cityofgardena.org/wp-content/uploads/2022/12/171205_REDUCED_Gardena_Climate-Action-Plan-Final.pdf .	

6.3b Would the project 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. A cumulatively considerable net increase would occur if a project’s construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.²²

Construction-related emissions were estimated using the SCAQMD’s CalEEMod 2022.1.1.20 model and a projected construction schedule of approximately 27 months. **Table 6-2: Construction Schedule Assumptions** summarizes the estimated construction schedule that was modeled for air quality impacts.

Table 6-2: Construction Schedule Assumptions

Phase	Construction Interval	Notes
Demolition	Months 1-2	Removal of approximately 1,600 tons of demolition debris in 10-cubic yard capacity trucks, hauled 40 miles to the Olinda Alpha Landfill.
Site Preparation	Month 3 (one week)	Grubbing and removal of trees, plants, landscaping, weeds.
Grading	Months 3-5	Approximately 60,000 cubic yards of soil hauled 40 miles to Olinda Alpha Landfill in 10-cubic yard capacity trucks.
Trenching	Months 6-11	Trenching for utilities, including gas, water, electricity, and telecommunications.

²² South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: “As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.



Phase	Construction Interval	Notes
Building Construction	Months 6-27	Footings and Foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Months 26-27	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 22-27	Application of interior and exterior coatings and sealants.
<p>Note that construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels.</p> <p>Source: DKA Planning, 2023.</p>		

As discussed previously, the Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Regional Emissions

Construction activity creates air quality emissions through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project site. NOX emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 60,000 cubic yards of soil would be exported from the Project site to accommodate a one-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project site, and maintaining effective cover



over exposed areas. Compliance with Rule 403 would reduce regional PM2.5 and PM10 emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113).

The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 6-3: Daily Construction Emissions**, construction of the Project would produce VOC, NOX, CO, SOX, PM10 and PM2.5 emissions that do not exceed the SCAQMD’s regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2019-2021) for the Project area.

Table 6-3: Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2024	3.8	39.6	35.5	0.1	10.4	5.7
2025	2.7	15.7	35.4	<0.1	5.1	1.6
2026	16.1	20.7	48.9	0.1	6.3	2.0
Maximum Regional Total	16.2	39.6	48.9	0.1	10.4	5.7
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	14.7	18.2	18.8	<0.1	3.6	2.1
Localized Threshold	N/A	164	1,382	N/A	12	7
Exceed Threshold?	N/A	No	No	N/A	No	No



The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions). SCAQMD has not established LSTs for VOC or SO_x.

Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.20 model runs. LST analyses based on 3.5-acre site with 25-meter distances to receptors in Southwest Coastal LA County source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

Maximum on-site daily construction emissions for NO_x, CO, PM₁₀, and PM_{2.5} were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Southwest Coastal LA County SRA based on construction site acreage that is 3.5 acres in area, reflecting the potential maximum area of soil disturbance in a day from construction equipment. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences approximately 20 feet to the east of the Project site on Artesia Boulevard. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 6-3**, above, the Project would produce emissions that do not exceed the SCAQMD’s recommended localized standards of significance for NO₂ and CO during the construction phase. Similarly, construction activities would not produce PM₁₀ and PM_{2.5} emissions that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM₁₀ and PM_{2.5} through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

Operations

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment. Energy sources include electricity and natural gas use for space cooling and heating, pool pumps, and water heating. The CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 545 net vehicle trips to the local roadway network on a weekday at the start of operations in 2026.

As shown in **Table 6-4: Daily Operational Emissions**, the Project’s emissions would not exceed the SCAQMD’s regional or localized significance thresholds. Localized operational emissions include area and energy source emissions. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 6-4: Daily Operational Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	9.1	0.2	26.2	<0.1	<0.1	<0.1
Energy Sources	0.1	1.3	0.7	<0.1	0.1	0.1
Mobile Sources	4.5	3.6	38.0	0.1	8.3	2.2



Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Regional Total	13.6	5.1	64.8	0.1	8.4	2.3
Existing Total	-4.5	-3.3	-33.3	-0.1	-5.9	-1.6
Net Regional Total	9.1	1.8	31.5	<0.1	2.5	0.7
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	7.9	1.1	24.7	<0.1	0.1	0.2
Localized Significance Threshold	N/A	74	680	N/A	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No

LST analyses based on two-acre site with 25-meter distances to receptors in Southwest Coastal LA County SRA
Source: DKA Planning, 2023 based on CalEEMod 2022.1.1.20 model runs (included in the Technical Appendix). Totals reflect the summer or winter season maximum (whichever is higher) and may not add up due to rounding.

6.3c Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. There are several sensitive receptors within 0.25 mile of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but not limited to, the following representative sampling:

- Residences, 1580-1608 Artesia Square, as close as approximately 20 feet to the east.
- Residences, 17341 Denker Avenue, approximately 170 feet to the north.
- Residence, 17338 Denker Avenue, approximately 125 feet to the northeast.
- Residences, 17700 Denker Avenue, approximately 280 feet to the south.

Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Appendix 6.3-1, Table 4**, or if construction activities generate significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_x, CO, PM₁₀, and PM_{2.5} to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 6-3: Daily Construction Emissions**, during construction of the Project, maximum daily localized unmitigated emissions of NO₂, CO, PM₁₀, and PM_{2.5} from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants



would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 27 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

Carcinogenic and Non-Carcinogenic Risk

As concluded in **Appendix 6.3-2**, the Project's cancer and non-cancer risks from construction emissions would be less than significant, as both would be below the South Coast AQMD threshold of significance.

Operation

The Project Site would be redeveloped with multi-family residences, a land use that is not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions. Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCMs limit diesel-fueled



commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO₂, PM_{2.5}, or PM₁₀ at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would add 545 net new vehicle trips to the local roadway network on weekdays when the development could be leased and operational in 2026. This additional traffic would be well below the traffic volumes that would be needed to generate CO exceedances of the ambient air quality standard.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operation phases. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions. However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

6.3d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The Project would not result in activities that would create objectionable odors. The Project is a housing development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances, such as Rule 402, Nuisances, would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

Cumulative Impacts



While the Project would not generate short- and long-term emissions during the construction and operation phases, respectively, that would exceed the applicable thresholds of significance, the presence of any other development projects could produce cumulative impacts. There were 22 potential related projects identified by the City of Gardena near the Project site (**Table 6-5: Related Projects Within City of Gardena**). However, only two of these (Projects 11, 14) are within 1,000 feet of the Project site. Beyond 1,000 feet of the Project site, any sensitive receptors between the Project site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The USEPA finds that in the context of roadway pollutants, “...concentrations generally decrease to background levels within 500-600 feet.”²³ CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.²⁴

Table 6-5: Related Projects Within City of Gardena

#	Address	Distance from Project Site	Use	Non-Residential (SF)	Residential (DU)	Status
1	15106 S Western Ave	Over 1,000 ft.	Commercial	3,720	-	Awaiting construction
2	1333 West 168th St.	Over 1,000 ft.	Residences	-	3	Awaiting construction
3	1348 West 168th St.	Over 1,000 ft.	Residences	-	9	Awaiting construction
4	13919 Normandie Ave.	Over 1,000 ft.	Residences	-	20	Under construction
5	12850 Crenshaw Bl.	Over 1,000 ft.	Residences	-	265	Under construction
6	1938 West 146th St.	Over 1,000 ft.	Residences	-	6	Awaiting construction
7	13126 S Western Ave.	Over 1,000 ft.	Residences	-	128	Awaiting construction
8	2545 Marine Ave.	Over 1,000 ft.	Residences	-	22	Under construction
9	2800 Rosecrans Ave.	Over 1,000 ft.	Residences	-	24	Pending entitlements
10	1600 W 135th St.	Over 1,000 ft.	Warehouse	190,860	-	Awaiting construction
11	1450 W Artesia Bl.	970 feet east	Warehouse	268,000	-	Pending entitlements
12	14206 Van Ness Ave.	Over 1,000 ft.	Self-Storage/ Warehouse	177,573	-	Pending entitlements
			Office	8,000		
13	14600 Western Ave.	Over 1,000 ft.	Residences/ Commercial	3,000	196	Pending entitlements
14	1515 West 178th St.	140 feet south	Townhomes	-	114	Construction completed in early 2023

²³ U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

²⁴ South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.



#	Address	Distance from Project Site	Use	Non-Residential (SF)	Residential (DU)	Status
15	1341 West Gardena Bl.	Over 1,000 ft.	Residences Retail/Office	3,385	14	Under construction
16	1621 West 147th St.	Over 1,000 ft.	Residences	-	6	Under construction
17	1335 West 141st St.	Over 1,000 ft.	Residences	-	50	Under construction
18	2129 West Rosecrans Ave.	Over 1,000 ft.	Residences	-	113	Under construction
19	13615 South Vermont Ave.	Over 1,000 ft.	Residences	-	84	Under construction
20	2500-2508 Rosecrans Ave.	Over 1,000 ft.	Residences	-	53	Under construction
21	15717 & 15725 Normandie Ave.	Over 1,000 ft.	Residences	-	30	Under construction
22	16911 S. Normandie Ave.	Over 1,000 ft.	Residences	-	408	Pending entitlements

Source: City of Gardena.

In addition, there were two related projects identified in the City of Torrance (**Table 6-6: Related Projects Within City of Torrance**) that are pending entitlements and are near the Project site. However, both locations are more than 1,000 feet away from the Project site and would not contribute to cumulative air quality impacts at sensitive receptors near the Project site.

Table 6-6: Related Projects Within City of Torrance

#	Address	Distance from Project Site	Use	Non-Residential (SF)	Residential (DU)	Status
1	18045 Western Ave.	2,000 feet south	Residences/ Retail	6,000	32	Pending entitlements
2	18419 Western Ave.	3,000 feet south	Residences	-	15	Pending entitlements

Source: City of Torrance.

As noted in **Table 6-5**, one of the two related projects within 1,000 feet of the Project site has completed construction (Project 14 at 1515 West 178th Street). As a result, one project is assumed to potentially undergo concurrent construction with the Project (Project 11 in the City of Gardena). The impact of cumulative development on short-term construction and long-term operational air quality is discussed below.

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2022 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the



Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.²⁵ Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.²⁶

As summarized in **Table 6-4**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project were projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM10 and PM2.5 that generally double with every doubling of distance.

The Project would comply with applicable regulations, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at the related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard

²⁵ White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

²⁶ SCAQMD Proposed Amended Rule 1420.1; "The thresholds for cumulative impacts are the same as project-specific thresholds. Based on the foregoing analysis, criteria pollutant project-specific air quality impacts from implementing PAR 1420.1 would not exceed air quality significance thresholds and cumulative impacts are not expected to be significant for air quality. Potential adverse impacts from implementing PAR 1420.1 would not be "cumulative considerable" as defined by CEQA Guidelines Section 16054(h)(1) for air quality impacts. Per CEQA Guidelines Section 16054(h)(4), the mere existing of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulative (sic) considerable."



risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

Operations

As discussed above, the Project's operational air quality impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor the related project would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related project would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related project would not result in a cumulative impact requiring further evaluation. However, the related project could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

Odors

As discussed above, there are only two related projects within 1,000 feet of the Project site, one of which has already been constructed. Therefore, Related Project 11 is the only related project that could potentially combine with the Project to result in cumulative impacts with respect to odors. Due to distance and environmental factors (e.g., meteorology), any odors from the remaining related projects would not contribute to cumulative odor impacts near the Project site. Neither the Project (residential use) nor Related Project 11 (warehouse use) would include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). Therefore, cumulative impacts with respect to odors would be less than significant.



6.4 Biological Resources

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



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- 6.4a Would the project 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?**

Less Than Significant Impact. The Project site is in an urbanized area and is currently occupied by a car wash and automobile care center uses. On-site vegetation is limited to ornamental landscaping along the Project frontage and within the Project site, which is limited to grass, shrubs, and trees. The 43 existing trees within the Project site and fronting West Artesia Boulevard would be removed as part of the project. No natural habitats are present on the property. Urban development borders the Project site, as summarized in **Table 2-2**. No native habitat is present on properties bordering the Project site and landscaping is limited to ornamental vegetation. Based on a review of the existing and surrounding site conditions, no candidate, sensitive, or special-status plant or wildlife species are present on or adjacent to the Project site. Therefore, the Project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species. As less than significant impact would occur and no mitigation is required.

- 6.4b Would the project 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?**

- 6.4c Would the project 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?**

Less Than Significant Impact. The Project site is in an urbanized area and is currently occupied by a car wash and automobile care center. There are no riparian habitats or State of federally protected wetlands are located on the Project site, however, the Dominguez Channel, which is located adjacent to the Project site's southern boundary, is listed as a riverine on the U.S. Fish and Wildlife Service's National Wetlands Inventory. Although the Dominguez Channel is identified as a riverine, which is a type of wetland, it is concrete lined, thus its habitat values in this urban area are low. Further, the Project would not directly or indirectly impact this habitat. The Project site is fully developed; it does not contain riparian habitats, sensitive natural communities, or wetlands. Therefore, a less than significant impact on riparian habitat or wetlands would result from the Project and no mitigation is required.

- 6.4d Would the project 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. Wildlife corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The Project site is developed as a car wash and automobile care center with surface parking. The surrounding properties contain urban uses, and the Project site is not a recognized wildlife corridor. Corridors are linear linkages between two or more habitat patches, which provide for wildlife movement and dispersal. The Project site is fully developed and contains no natural habitats, with only minimal landscaping. The Project site is also bounded by urban development on all sides. No natural habitats are present on these adjacent areas, and only landscaping (i.e., ornamental vegetation) is present.



The Dominguez Channel is located immediately south of the Project site. There are no established wildlife movement corridors that traverse this segment of the Dominguez Channel.²⁷ Because this drainage is concrete-lined, its habitat values in this urban area are low. The Dominguez Channel does not necessarily include habitat capable of supporting all requirements of a species, but it could be used for wildlife movement. However, because Project construction activities would occur entirely within Project site boundaries the Project's potential impacts concerning interference with an established wildlife movement would be less than significant.

As previously noted, the Project site is fully developed and contains only ornamental vegetation (i.e., grass, shrubs, and trees). However, the on-site ornamental vegetation trees could provide suitable nesting habitat for birds. The Project would clear and grade the Project site including the vegetation with the potential to support nesting migratory birds. The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF) are intended to protect migratory birds. 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 CFGF extends protection to non-migratory birds identified as resident game birds (CFGF Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGF Section 3503). To address potential impacts to migratory birds from construction activities during the nesting season, the Project would be subject to compliance with GMC Section 18.42.210E, *Migratory Bird Protection*,²⁸ which includes provisions concerning construction activities both within and outside the nesting season to avoid effects to migratory birds.

Therefore, following compliance with the relevant regulatory framework (i.e., MBTA, CFGF, and GMC Section 18.42.210E), the Project's potential impacts to nesting migratory birds would be less than significant.

6.4e Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. GMC 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 in the City. The Project would be developed on private property and no tree trimming or tree removal within any of the City's streets or public places would occur as a result of Project construction. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur.

²⁷ Environmental Sciences Associates, *LA County Flood Control District Enhanced Watershed Management Programs Draft Program Environmental Impact Report*, January 2015.

²⁸ City of Gardena, California, Municipal Code Ordinance No. 1848. Retrieved from <https://cityofgardena.org/wp-content/uploads/2023/03/ORD-NO-1848-Establishment-of-Housing-Overlays-and-Development-Standards.pdf>.



6.4f Would the project 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. Therefore, the Project would not result in conflicts with such plans and no impact would occur concerning a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan and no impact would occur.

Cumulative Impacts

Past, present, and reasonably foreseeable future projects are required to implement measures, as set forth in their respective CEQA documents, consistent with federal, State, and local regulations to avoid adverse effects on biological resources or to mitigate significant impacts to these resources. The types of measures required for projects affecting protected habitats, species, and regulated resources can include avoidance, project design features, regulatory approvals, best management practices, and mitigation measures. Following compliance with the established regulatory framework, the Project would not cause a significant impact on biological resources. Therefore, the Project would not contribute to a potential cumulatively considerable impact.

Mitigation Measures

No mitigation measures are required.



6.5 Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

IMPACT ANALYSIS

This Section is based on the Cultural Resources Assessment for the 1610 West Artesia Boulevard Project in the City of Gardena, Los Angeles County, California (Cultural Resources Assessment), prepared by Kimley-Horn and Associates, dated August 2023 and included in its entirety as **Appendix 6.5-1: Cultural Resources Assessment**.

6.5a Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The Project’s Cultural Resources Assessment included a review of available cultural reports, as well as historical and topographic maps and aerial imagery to ascertain the level of existing disturbance, potential for archaeological resources, and presence of any recorded or unrecorded built historic resources within the Project site. The City conducted a historical resource survey in 1981, though no resources were recorded within the Project area at that time. Historic topographic maps from 1896 show that the Project area was located on the shoreline of a historic marsh/shallow lake. The Project site was then modified between the 1930s and 1940s when there were apparent attempts to control water flow into a channel. By 1952 the Project site was manicured into a flat, undeveloped area with the constructed Dominguez Channel located just to the south. The Project site was further modified and developed in 1979 with the construction of two commercial and industrial buildings that remain to the present day. The two existing buildings within the Project site do not meet the 45-year age threshold for evaluation as a historical resource by the Office of Historic Preservation (OHP).²⁹ Further, no portion of the Project site is listed in the Los Angeles Historic Resources Inventory, the National Register of Historic Places or listed in the California Registry of Historical Resources by the State Historical Resources Commission, nor appears to be eligible under any of the NRHP Criteria. The City does not have a historic designation

²⁹ Office of Historic Preservation, Instructions for Recording Historical Resources, March 1995.



program or historic preservation ordinance. Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 and no impact would occur.

6.5b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. As concluded in the Cultural Resources Assessment, prior to development, the buried archaeological sensitivity of the Project area would have been moderate-to-high given the Holocene-age soils tied to human occupation that were present across the property, as well as the Project area's location on the shores of a marsh/shallow lake. However, in its current condition, the Project area has low potential for archaeological material given the history of extensive modification within the Project site. Notwithstanding, Project construction would include limited excavation and grading activities that have the potential to unearth undocumented archaeological resources. Should archaeological deposits be encountered during the Project's ground disturbance, a substantial adverse change in the significance of a historical resource could occur. Therefore, implementation of MM CUL-1 would be required, which outlines steps to be taken if an archaeological resource is exposed during construction. Implementation of MM CUL-1 would reduce any potential impacts to archaeological resources to a less than significant level. Impacts are considered less than significant with mitigation incorporated.

6.5c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. Past development has previously disturbed the Project site. Also, no dedicated cemeteries are on or near the Project site. Given the extent of onsite ground disturbances from previous development and the area's urbanized nature, there is low potential for the Project's ground-disturbing activities to encounter human remains. Notwithstanding, the potential exists for accidental discovery of human remains during ground-disturbing activities. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code (HSC) Sections 7050.5-7055 and PRC Section 5097.98 and Section 5097.99. HSC Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC 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 PRC 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. Further, GMC Section 18.42.210D requires that if the human remains are determined to be of Native American descent, the NAHC be notified within 24 hours. Following compliance with the established regulatory framework (i.e., GMC Section 18.42.210D, HSC Sections 7050.5-7055 and PRC Section 5097.98 and Section 5097.99), the Project's potential impacts concerning disturbances to human remains would be less than significant, and no mitigation is required.



Cumulative Impacts

The Project site does not contain historic resources; therefore, no cumulative impact would occur. Although the Project is not expected to impact any archaeological resources, mitigation has been identified to mitigate potential impacts to a less than significant level. As with the Project, past, current, and future projects would be required to implement measures to reduce the severity of potential impacts. Despite the site-specific nature of resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. Cumulatively, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The Project would not contribute to a cumulatively considerable impact on archaeological resources.

Mitigation Measures

MM CUL-1 Inadvertent Discovery of an Archaeological Resource. Before ground disturbing activities are initiated on the Project site, a qualified archaeologist shall be retained to conduct a Pre-construction Worker Training on the types of unanticipated resources that could be encountered during construction, based on the site's history. This archaeologist may also be retained to ensure prompt assessment in the event that unanticipated cultural resources are encountered during construction.

If archaeological resources are exposed during construction, work within 50 feet of the find must stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas. If the discovery proves significant under CEQA (14 CCR 15064.5[f]; PRC 21082), additional work such as testing, or data recovery may be warranted.



6.6 Energy

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

The basis for the following information and analysis is the Energy Assessment for the 1610 W. Artesia Boulevard Project (Kimley-Horn and Associates, Inc., February 2024). The Energy Assessment is included in this Initial Study as **Appendix 6.6-1: Energy Assessment** and is summarized below.

Background

Building energy efficiency standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission (CEC)) in June 1977 and are updated every three years (CCR Title 24, Part 6). CCR Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On July 1, 2022, the CEC adopted the 2022 California Green Building Standards (CALGreen) (2022 Standards), which went into effect on January 1, 2023.

CALGreen is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five topical areas. Gardena has not adopted the voluntary measures.

IMPACT ANALYSIS

6.6a Would the project 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. **Table 6-7: Project and Countywide Energy Consumption** summarizes the Project’s estimated energy (i.e., electricity, natural gas, and fuel) consumption. The Project’s energy



consumption summarized in **Table 6-7** is conservative given it does not take credit for the energy consumption associated with the existing onsite commercial and industrial uses, which would be removed.

Table 6-7: Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption	Los Angeles County Annual Energy Consumption	Percent Increase Countywide ¹
Operational Electricity and Natural Gas Consumption			
Electricity	1,871,223 kWh	68,484,956,280 kWh ^{2,3}	0.0027%
Natural Gas	50,273 therms	2,820,285,935 therms ^{2,4}	0.0018%
Fuel Consumption			
Construction			
Diesel	163,663 gallons ^{5,6}	529,170,458 gallons ^{7,8}	0.0309%
Gasoline	98,669 gallons ^{5,6}	3,631,291,883 gallons ^{7,8}	0.0027%
Operational⁸			
Diesel	14,255 gallons	535,038,344 gallons ^{8,9}	0.0027%
Gasoline	179,205 gallons	3,446,400,365 gallons ^{8,9}	0.0052%
Notes:			
1. The Project increases in energy consumption is compared to the County’s total energy consumption.			
2. County energy consumption in 2022.			
3. California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/ , accessed December 2023.			
4. California Energy Commission, Natural Gas Consumption by County, http://www.ecdms.energy.ca.gov/ , accessed December 2023.			
5. Based on equipment and load factors from California Emissions Estimator Model (CalEEMod version 2022.1.1).			
6. Based on Project’s construction equipment list timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.			
7. Projected County construction fuel consumption in 2024.			
8. California Air Resources Board, EMFAC2021.			
9. Projected County operational fuel consumption in 2026.			
Refer to Appendix 6.7-1 for assumptions.			

Construction-Related Energy Consumption

During construction, the Project would consume energy in two general forms: (1) the fuel consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, and building construction. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest EPA and California Air Resources Board engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel



prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

As indicated in **Table 6-7**, the Project's construction-related off-road diesel fuel consumption is estimated to total approximately 163,663 gallons, which would constitute an increase of approximately 0.0309 percent of the County's typical annual consumption. The Project's construction-related on-road gasoline fuel consumption is estimated to total approximately 98,669 gallons, which would constitute an approximate 0.0027 percent increase of the County's typical annual consumption. Therefore, the Project's construction-related fuel consumption would result in a nominal increase in fuel use in the County. Further, the energy use associated with water use during construction would result in 9,703 kW. As such, Project construction activities would have a minimal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, the Project's construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other development projects similar in nature to the Project. A less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

During Project operations, automotive fuel would be consumed from vehicle trips to and from the Project site. As indicated in **Table 6-7**, the Project's operational on-road diesel fuel consumption is estimated to total approximately 14,255 gallons, which would constitute an approximate 0.0027 percent increase of the County's typical annual consumption. The Project's operational on-road gasoline fuel consumption is estimated to total approximately 179,205 gallons, which would constitute an approximate 0.0052 percent increase of the County's typical annual consumption. The Project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption. Fuel consumption associated with vehicle trips generated by the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Building Energy Demand

As shown in **Table 6-7**, the Project's annual electricity consumption is estimated to total 1,871,223 kWh, which would constitute an approximate 0.0027 percent increase over the County's typical annual electricity consumption. The Project's annual natural gas consumption is estimated to total approximately 50,273 therms, which would constitute an approximate 0.0018 percent increase of the County's typical



annual consumption. The Project would be required to comply with all Federal, State, and local requirements for energy efficiency, including the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Compliance with Title 24 standards would significantly reduce energy consumption. As such, the Project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. Further, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 36 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures projects will not result in the waste of the finite energy resources.

Conclusion

As shown in **Table 6-7**, the increase in electricity, natural gas, and fuel consumption over existing conditions would be minimal. For the reasons described above, the Project would not place a substantial demand on regional energy supply or require significant additional capacity, or significantly increase peak and base period electricity demand. Thus, the Project would not cause a wasteful, inefficient, and unnecessary consumption of energy during Project construction, operation, and/or maintenance, or preempt future energy development or future energy conservation.

6.6b Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Title 24 Part 6 contains energy efficiency standards for residential and non-residential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 Part 6 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope (e.g., windows, doors, skylights, wall/floor/ceiling assemblies, attics, and roofs).

Title 24 Part 6 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. The Project would comply with Title 24, Part 6 per state regulations. In accordance with Title 24 Part 6, the Project would have: (a) sensor-based lighting controls— for fixtures located near windows, the lighting would be adjusted by taking advantage of available natural light; and (b) efficient process equipment— improved technology offers significant savings through more efficient processing equipment.

Title 24 Part 11 contains voluntary and mandatory energy measures that are applicable to the Project under the California Green Building Standards Code. As discussed above, the Project would result in an increased demand for electricity, natural gas, and petroleum. In accordance with Title 24 Part 11 mandatory compliance, the Applicant would have (a) 65 percent of its construction and demolition waste diverted from landfills; (b) mandatory inspections of energy systems to ensure optimal working efficiency; (c) low pollutant emitting exterior and interior finish materials, such as paints, carpets, vinyl flooring and particle boards; and (d) a 20 percent reduction in indoor water use. Compliance with all of these mandatory standards would decrease the consumption of electricity, natural gas, and petroleum.

The Gardena CAP establishes a series of energy efficiency related measures intended to reduce GHG emissions based on the AB 32 Scoping Plan. The Project would be consistent with applicable Gardena CAP measures, including measures related to energy efficiency, land use and transportation, and urban greening.



The Project would not conflict with any of the federal, state, or local plans for renewable energy and energy efficiency. Because the Project would comply with Title 24 Parts 6 and 11 and with Gardena CAP measures, no conflict with existing energy standards and regulations would occur. Therefore, Project impacts associated with renewable energy or energy efficiency plans would be less than significant.

Mitigation Measures

No mitigation measures are required.



6.7 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				X
i) 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	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		



The basis for the following information and analysis is the Preliminary Geotechnical Investigation Report for Feasibility Purposes, 1610 W. Artesia Boulevard, Gardena, California 90248 (Preliminary Geotechnical Report) (Kling Consulting Group, Inc., October 2022). The Preliminary Geotechnical Report is included in this Initial Study as **Appendix 6.7-1: Preliminary Geotechnical Report** and summarized below.

IMPACT ANALYSIS

6.7ai Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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). The Project site is not located within an Alquist-Priolo Earthquake Fault Zone. **Appendix 6.7-1: Preliminary Geotechnical Report** identifies the Project site as having a low potential for surface fault rupture. Thus, the Project would not directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the 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. No impact would occur in this regard.

6.7aaii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?

Less Than Significant Impact. The City is located between several active fault zones including the Newport-Inglewood-Rose Canyon Fault Zone, Palos Verdes Fault, and Compton Blind Thrust Fault.³⁰ The Project site is in an area of high regional seismicity which could produce seismic shaking at the Project site. The region has experienced shaking from several earthquakes recorded back to 1812. The nearest large historic earthquake is the 1994 Northridge Earthquake, with an epicenter approximately 33.6 miles northwest of the Project site.³¹ Historic earthquakes with magnitudes of greater than or equal to 6.0 and have been epicentered within approximately 30 miles of the Project site. It is anticipated that the site will periodically experience ground acceleration from distant moderate to large magnitude earthquakes, however, no active faults are known to exist at the site, and the risk of surface fault rupture is considered low. The closest active fault zone is the Newport-Inglewood Fault Zone, located approximately 2.5 miles to the northeast of the Project site.³²

³⁰ California Department of Conservation. (2015). CGS Information Warehouse: Regulatory Maps. Retrieved from <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>.

³¹ Southern California Earthquake Data Center. (2023). Significant Earthquakes and Faults. Retrieved from <https://scedc.caltech.edu/earthquake/significant.html>. Accessed in December 2023.

³² Appendix 6.7-1: Preliminary Geotechnical Report.



The faults described above could cause moderate to intense ground shaking during the Project's lifetime. Additionally, the Project site has experienced earthquake-induced ground shaking in the past and can be expected to experience further shaking in the future. Therefore, Project implementation could expose people and structures to potential adverse effects involving 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. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process.

Pursuant to GMC Chapter 15.04, *General Building Provisions*, the City has adopted the 2022 California Building Standards Code (CBSC), subject to certain amendments and changes, including those that address seismic resistance. CBSC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The Project would be subject to compliance with all applicable regulations in the most recently published CBSC (as amended by GMC Chapter 15.04), which specifies design requirements to mitigate the effects of potential earthquake hazards.

Moreover, the Preliminary Geotechnical Investigation Report evaluated various geologic and seismic hazards based on site-specific parameters, including strong seismically-induced settlement, seismically-induced lateral displacements, and seismically-induced land sliding. The Geotechnical Investigation Preliminary Recommendations sections makes recommendations concerning seismic design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Geotechnical Investigation concludes Project construction is feasible from a geotechnical standpoint provided the Investigation's recommendations are followed and implemented during construction. A Condition of Approval would be imposed on the Project requiring that the Applicant submit the Final Geotechnical Investigation for City review/approval and comply with its recommendations and any revisions deemed necessary by the City's Building Official. The Gardena Building Services Division will review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Preliminary and Final Geotechnical Investigation³³ recommendations and requirements for Project design and construction, specifically regarding seismic design parameters. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and both the Preliminary and Final Geotechnical Investigation's recommendations, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant.

6.7aiii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving 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. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

³³ Kling Consulting Group, Inc. (2022). Preliminary Geotechnical Investigation Report; **Appendix 6.7-1**



The State's Seismic Hazards Maps classifies the Project site as lying within a liquefaction zone.³⁴ The Geotechnical Investigation concluded that the upper 20 feet of the alluvial deposits that underlie the Project site are susceptible to liquefaction and seismic induced settlement due to a design-level earthquake incorporating the historical high groundwater level of 10 feet below existing grades. The Geotechnical Investigation further concludes that liquefaction-induced vertical settlement for the Project site would range from approximately 0.2 to 1.8 inches, with approximately 1.6 inches of estimated differential settlement over 350 feet. The Geotechnical Investigation provides recommendations concerning seismic design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Geotechnical Investigation concludes Project construction is feasible from a geotechnical standpoint provided the Investigation's recommendations are followed and implemented during construction. A Condition of Approval would be imposed on the Project requiring that the Applicant submit the Final Geotechnical Investigation for City review/approval and comply with its recommendations and any revisions deemed necessary by the City's Building Official. The Gardena Building Services Division will review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Preliminary and Final Geotechnical Investigation recommendations and requirements for Project design and construction, specifically regarding seismic design parameters. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and both the Preliminary and Final Geotechnical Investigation's recommendations, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving liquefaction would be less than significant.

6.7aiv Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving 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. According to the California Geological Survey's Earthquake Zones of Required Investigation Inglewood Quadrangle Map, the Project site does not lie in a landslide hazard zone.³⁵ Since the site is relatively flat and not within a landslide hazard zone, no potential for earthquake-induced land sliding would occur. Therefore, the Project would not directly or indirectly cause potential adverse effects involving landslides. No impact would occur in this regard.

6.7b Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site is relatively flat, and its geology is composed of fill materials and native alluvial soils. Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project would be subject to compliance with the GMC Section 8.70.110.B.1, *Development Construction*, erosion and siltation control measures and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, and all subsequent amendments) (Construction General Permit); see also Response 6.9a. GMC Section 8.70.110.B.1 specifies that no Grading Permit shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a General Construction Activity Stormwater Permit

³⁴ California Department of Conservation. Seismic Hazard Zones, Map Data Viewer. Retrieved from <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp>, accessed December 2023.

³⁵ Ibid.



(GCASWP) from the State Water Resources Control Board. Following compliance with the established regulatory framework (i.e., the GMC and Construction General Permit), the Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant.

6.7c Would the project 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?

6.7d Would the project 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. Refer to Responses 6.7aiii and 6.7aiv regarding the potential for liquefaction and landslides, respectively. In consideration of the close proximity to the concrete-lined Dominguez Channel and liquefaction settlement, the potential for lateral spreading to occur exists at the Project site.

The Geotechnical Investigation includes recommendations concerning seismic design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Geotechnical Investigation concludes Project construction is feasible from a geotechnical standpoint provided the Investigation's recommendations are followed and implemented during construction. A Condition of Approval would be imposed on the Project requiring that the Applicant submit the Final Geotechnical Investigation for City review/approval and comply with its recommendations and any revisions deemed necessary by the City's Building Official. The Gardena Building Services Division will review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Preliminary and Final Geotechnical Investigation recommendations and requirements for Project design and construction, specifically regarding seismic design parameters. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and both the Preliminary and Final Geotechnical Investigation's recommendations, the Project's potential impacts concerning a geologic unit or soil that is unstable and the exposure of people or structures to potential adverse effects involving liquefaction would be less than significant.

6.7e Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Sewers would be available for disposal of Project-generated wastewater; see Responses 6.19b and 6.19c. The Project would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard.

6.7f Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area and potential effects to paleontological resources would primarily be associated with ground disturbing activities. Paleontological resources are found in geologic deposits of sedimentary rock (i.e., sandstone, siltstone, mudstone, claystone, or shale). As previously noted, the Project site's surface area consists of Pleistocene age alluvial deposits, which are of an age to preserve fossil resources and have high paleontological potential.



As depicted on **Exhibit 2-2: Local Vicinity Map**, the Project site is fully developed with commercial and industrial land uses. The Project proposes to remove the existing land uses and, in their place, construct a new 300 DU residential development. Previous construction-related excavation on the Project site has disturbed sediments beyond depths at which buried prehistoric cultural resources are likely. Notwithstanding, the potential exists for accidental discovery of paleontological resources during ground-disturbing activities. Should fossil resources be present in the Project site's subsurface, ground-disturbing activities associated with excavations could directly or indirectly destroy a unique paleontological resource.

To address potential impacts to paleontological resources that may be discovered during ground-disturbing activities, the Project would be subject to compliance with GMC Section 18.42.210, which requires a qualified vertebrate paleontologist to develop and implement training for construction personnel, and which details the appropriate steps should paleontological resources be encountered during ground-disturbing activities. Additionally, the Project would require Mitigation Measure (MM) GEO-1, which pertains to retaining a Project Paleontologist and preparation of a monitoring plan. Following compliance with the established regulatory framework (i.e., GMC Section 18.42.210), and with MM GEO-1 incorporated, the Project's potential impacts concerning directly or indirectly destroying a unique paleontological resource or site or unique geologic feature would be less than significant. Therefore, Project impacts would be less than significant with mitigation incorporated.

Cumulative Impacts

The City would require Project construction to comply with all applicable codes and in accordance with the mitigation set forth in this Initial Study, designed to reduce the exposure of people or structures to a substantial risk of loss, injury, or death related to geological conditions or seismic events. The potential cumulative impact related to earth and geology is typically site-specific. The analysis herein determined that the Project would not result in any significant impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with the implementation of mitigation. Moreover, existing State and local regulations are in place to protect people and property from substantial adverse geological and soil effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides.

Existing laws and regulations also protect people and property from adverse effects related to soil erosion, expansive soils, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. These existing laws and regulations would render potentially adverse geological and soil effects less than significant. These existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the region do not result in substantial adverse geological and soil effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soil effects of the Project would result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in Gardena and the greater Los Angeles County region. Therefore, the Project, in combination with cumulative projects, would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

Mitigation Measures



MM GEO-1 Paleontological Resources Monitor. Monitoring shall be conducted by a Paleontological Resources Monitor, defined as one who meets the Society for Vertebrate Paleontology standards for a Paleontological Resources Monitor. The Paleontological Resources Monitor shall be under the supervision of the Project Paleontologist. A Project Paleontologist shall prepare a Paleontological Resources Monitoring and Mitigation Plan (PRMMP). As defined in the PRMMP, Paleontological monitoring shall include inspection of exposed sedimentary units during active excavations within sensitive geologic sediments that occur in previously undisturbed sediment, which has been estimated as any portion of the Project site where excavation exceeds 10 feet in depth. The frequency of monitoring shall be based on consultation with or periodic inspection by the Project Paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated.



6.8 Greenhouse Gas Emissions

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

The basis for the following information and analysis is the Greenhouse Gas Technical Report – 1610 W Artesia Boulevard Project – Gardena, California (“GHG Technical Report”) (Caja Environmental Services, January 2024); see **Appendix 6.8-1: GHG Technical Report**.

It is noted, Kimley-Horn conducted a third-party review on behalf of the City of the Project’s Greenhouse Gas Technical Report; see **Appendix 6.8-1**. The third-party review concluded the analysis meets the applicable provisions of CEQA and the State CEQA Guidelines.

IMPACT ANALYSIS

6.8a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

6.8b Would the project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

Consistency with Applicable Plans and Policies

The discussion below describes the extent the Project complies with or exceeds the performance-based standards included in the regulations outlined in the Climate Change Scoping Plan and the 2020-2045 RTP/SCS, each of which identifies GHG-reducing measures that directly and indirectly apply to the Project. This analysis also evaluates the Project’s consistency with the City’s CAP and General Plan. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

State

CARB Scoping Plan Consistency

Pursuant to AB 32 requirements, CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which provides a range of GHG reduction actions. There were three previous Scoping Plans, which focused on specific GHG reduction targets for industrial, energy, and transportation sectors — first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. The 2022 Scoping Plan, addressing recent legislation and direction from Governor Newsom, extends and



expands upon earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. These measures build upon those identified in the Scoping Plan’s first update in 2013.

Table 6-8: CARB Scoping Plan Analysis, below, lists Project attributes that CARB intends to be used as a guide to help local jurisdictions qualitatively identify those residential and mixed-use projects that are clearly consistent with the State’s climate goals, since these attributes address the largest sources of operational emissions for residential projects. As summarized in **Table 6-8**, the Project would incorporate some, but not all, of the key project attributes CARB identifies. However, according to CARB, lead agencies may determine that projects that incorporate some, but not all, of these key project attributes are also consistent with the State’s climate goals.³⁶ The key project attributes the Project does not incorporate, were determined to result in a less than significant impact since the Project meets all required standards (e.g., CALGreen Code and 2022 Energy Code). As such, the Project would not conflict with the CARB Scoping Plan. Project impacts would be less than significant, and no mitigation is required.

Table 6-8: CARB Scoping Plan Analysis

Priority Area	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	Conflict. Although the proposed Project does not meet the most ambitious California Green Building Standards Code voluntary standard, the proposed Project would comply with the CALGreen Code for electric vehicle (EV) charging design. Compliance would provide 10 percent of parking stalls to be EV capable, 25 percent of parking stalls to be EV ready with Level 2 EV charging receptacles, and 5 percent of parking stalls to be equipped with Level 2 EV chargers. The final design may vary from this in compliance with the CALGreen Code. Therefore, this conflict is considered a less than significant impact given the Project complies with the CALGreen Code for EV design.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	No Conflict. The Project is located on an urban infill site along a major regional arterial that is served by three public transit bus lines (Torrance Transit Line 13, Metro Line 344, and GTrans Line 2), as well as water and sewer service. The Project’s proximity to work and shopping destinations along Artesia Boulevard, Western Avenue, and other major arterials provide opportunities for residents to walk, bike, take transit, or drive shorter

³⁶ California Air Resources Board, 2022 Scoping Plan, Appendix D: Local Actions, pages 23-24.



Priority Area	Key Project Attribute	Project Consistency
		distances to work and shopping destinations.
	Does not result in the loss or conversion of natural and working lands.	No Conflict. The Project is located on an urban infill site that is currently unused. There are no natural or working lands on the Project site.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre), or is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's SCS.	No Conflict. The Project would be fully consistent with this attribute, as it would provide a density of approximately 88 DU/AC and would be located on an urban infill site along a major regional arterial that is served by three public transit bus lines (Torrance Transit Line 13, Metro Line 344, and GTrans Line 2),
	<p>Reduces parking requirements by: Eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or</p> <p>Providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multi-family residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.</p>	No Conflict. Parking will be unbundled, which reduces parking requirements.
	At least 20 percent of units included are affordable to lower-income residents.	Conflict. While the Project would not include 20 percent of units as affordable housing, the Project would include seven percent (17 DU) of units as affordable. This conflict is considered a less than significant impact given the Project complies with the City's development standards and supports the State's goal of providing affordable housing.
	Results in no net loss of existing affordable units	No Conflict. The Project would not remove any affordable housing units; rather, it would increase the housing stock of market-rate and affordable housing units.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or	Conflict. Although the Project would not use all-electric appliances, the Project would meet the 2022 Energy



Priority Area	Key Project Attribute	Project Consistency
	other fossil fuels for space heating, water heating, or indoor cooking.	Code and CALGreen Code and would not impede statewide decarbonization goals. As discussed above, the Project is not required to include all key project attributes identified in this table to be considered consistent with the State's climate goals. Therefore, this conflict would result in a less than significant impact.

Source: Appendix 6.8-1.



Regional

As discussed in **Section 3.1: Criterion 1**, the Project would be consistent with applicable goals, policies, and strategies in the 2020-2045 RTP/SCS, as outlined in **Table 3-1: Consistency with the 2020-2045 RTP/SCS Goals** and **Table 3-2: Consistency with the 2020-2045 RTP/SCS Guiding Principle and Strategies**.

Local

Gardena Climate Action Plan

As noted earlier, the 2017 CAP includes five categories of strategies and 22 goals, as well as a number of sub-strategies that are applicable to development projects. It should be noted that most of the CAP’s measures are voluntary, with financial incentives available to promote increased implementation of those measures. As shown in **Table 6-9: Project Consistency with the Gardena CAP**, the Project is generally consistent with the land use, transportation, and energy efficiency sub-strategies in the CAP that are relevant for development projects.

Table 6-9: Project Consistency with the Gardena CAP

Source	Sub-Strategy	Consistency
Land Use and Transportation	D2.1 Require bicycle parking through Zoning Code or other implementation documents.	No Conflict. The Project would provide on-site bicycle parking consistent with the GMC.
	D2.2 Require new developments to provide pedestrian, bicycle, and transit amenities.	
	D2.3 Require commercial and multi-family residential projects to provide permanent bicycle parking facilities.	
	G1.1. Encourage higher density through general plan appropriately in targeted areas.	No Conflict. The Project takes advantage of higher density options (additional 25 percent density bonus) by providing affordable housing on-site.
	G1.2. Encourage higher density through zoning code appropriately in targeted areas.	No Conflict. The Project is located in the Very High Density Residential zone (R-6) and is designated at Very High Density Residential in the General Plan.
	G1.3 Increase housing density near transit.	No Conflict. The Project provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
	G3.1. Encourage Transit Accessibility through General Plan.	No Conflict. The Project is located in the Very High Density Residential area of the General Plan and provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
	G3.1. Encourage Transit Accessibility through zoning code.	No Conflict. The Project is located in the Very High Density Residential zone (R-6) and provides increased housing density near three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2).
	G4.1. Encourage policies that promote a mix of housing types.	No Conflict. The Project will provide 17 affordable residences in the development that will increase the mix of housing types in the City.



Source	Sub-Strategy	Consistency
Energy Efficiency	E1.2. Require low-irrigation landscaping.	No Conflict. The Project will comply with Title 24 and CALGreen requirements for low-irrigation landscaping
	F1.1. Encourage tree planting at plan check.	No Conflict. The Project's tree planting plan will be evaluated at the plan check phase.
Source: City of Gardena, Climate Action Plan (Final); 2017.		

Gardena General Plan

The City has two General Plan Elements that discuss climate change policy (i.e., Community Safety Element and Environmental Justice Element). While the Community Safety Element and its Public Safety Plan do not include policies germane to development projects, the Environmental Justice Element calls for promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing greenhouse gas emissions. The Project would be located in a high-density housing zone and would be served by three local bus lines (Torrance Transit Line 13, Metro Line 344, GTrans Line 2). As such, the Project would be consistent with the General Plan's relevant policies for development projects.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the Project complies with the applicable plans, policies, regulations and GHG emissions reduction actions/strategies outlined in the *Climate Change Scoping Plan and Update*, the 2020-2045 RTP/SCS, and the City's CAP. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the Project's incremental contribution of GHG emissions. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project-specific impacts regarding climate change would be less than significant.

Project Emissions

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO_{2e} per year. Under this proposal, such commercial and residential projects would have been assumed to have a less than significant impact on climate change. However, this proposed screening threshold was not adopted by the SCAQMD. In support of the consistency analysis above that describes the Project's potential to conflict with applicable portions of the *Climate Change Scoping Plan*, the 2020-2045 RTP/SCS, and the City's CAP, quantitative calculations are provided below, for informational purposes only.

The Project would generate direct and indirect GHG emissions because of different types of emissions sources, including the following:

- Construction: emissions associated with demolition of the existing uses and parking areas, shoring, excavation, grading, and construction-related equipment and vehicular activity;
- Area source: emissions associated with landscape equipment;



- Energy source (building operations): emissions associated with electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting;
- Stationary source: emissions associated with stationary equipment (e.g., emergency generators);
- Mobile source: emissions associated with vehicles accessing the Project site;
- Solid Waste: emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon;
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water; and
- Refrigerants: These are substances used in equipment for air conditioning and refrigeration. Most refrigerants are HFCs or blends of them, which can have high GWP values.

The Project would generate an incremental contribution to and a cumulative increase in GHG emissions. However, when taking into account the existing automotive uses on the Project site which would be removed as part of the Project, the Project would actually result in a reduction in GHG emissions at the Project site. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

Construction

Project construction is anticipated to be completed in 2026 with occupancy the same year. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in the **Appendix 6.8-1**. The GHG emissions associated with construction of the Project were calculated for each year of construction activity.

Construction of the Project is estimated to generate a total of 2,530 MTCO_{2e} (**Table 6-10: Combined Construction-Related Emissions (MTCO_{2e})**). As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project’s operational emissions) to determine the Project’s annual GHG emissions inventory.³⁷ This results in annual Project construction emissions of 84 MTCO_{2e}. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in **Appendix 6.8-1**.

Table 6-10: Combined Construction-Related Emissions (MTCO_{2e})

Year	MTCO _{2e} ^a
2024	894
2025	1,037
2026	599
Total	2,530
Amortized Over 30 Years	84

^a CO_{2e} was calculated using CalEEMod version 2022.1.1.20. Detailed results are provided in **Appendix 6.8-1**.
Source: DKA Planning, 2023.

³⁷ SCAQMD Governing Board Agenda Item 31, December 5, 2008.



Operation

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes landscape maintenance equipment, use of consumer products, and other everyday sources. As shown in **Table 6-11: Annual GHG Emissions Summary (Buildout)^a**, the Project would result in nine MTCO₂e per year from area sources.

Table 6-11: Annual GHG Emissions Summary (Buildout)^a

Year	MTCO ₂ ^a
Area ^b	9
Energy ^c (electricity and natural gas)	563
Mobile	1,458
Solid Waste ^d	75
Water/Wastewater ^e	28
Refrigerants	<1
Construction	84
Total Emissions	2,218
Existing Emissions	-2,671
Net Emissions	-453

^a CO₂e was calculated using CalEEMod and the results are provided in the **Appendix 6.8-1**.
^b Area source emissions are from landscape equipment and other operational equipment only; hearths omitted.
^c Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.
^d Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
^e Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.
Source: DKA Planning, 2023.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted because of activities in buildings and proposed swimming pools and spa when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO₂ and other GHG emissions directly into the atmosphere. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated for the Project using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG emissions intensity factors for SCE were selected in CalEEMod. The carbon intensity (pounds per megawatt an hour (lbs./MWh)) for electricity generation was calculated for the Project buildout year based on SCE projections. A straight-line interpolation was performed to estimate the SCE carbon intensity factor for the Project buildout year. SCE’s carbon intensity projections also consider SB 350 RPS requirements for renewable energy.

This approach is conservative, given the 2018 chaptering of SB 100 (De Leon), which requires electricity providers to provide renewable energy for at least 60 percent of their delivered power by 2030 and 100 percent use of renewable energy and zero-carbon resources by 2045. SB 100 also increases existing



renewable energy targets, called Renewables Portfolio Standard (RPS), to 44 percent by 2024 and 52 percent by 2027.

The 2022 Title 24 standards contain more substantial energy efficiency requirements for new construction, emphasizing the importance of building design and construction flexibility to establish performance standards that substantially reduce energy consumption for water heating, lighting, and insulation for attics and walls.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., HVAC system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance Saturation Survey (RASS) studies.³⁸ The data are specific for climate zones; therefore, Zone 11 was selected for the Project site based on the zip code tool.

As shown in **Table 6-11**, Project GHG emissions from electricity and natural gas usage would result in a total of 563 MTCO₂e per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, visitors, and delivery vehicles visiting the Project site based on the number of daily trips generated and VMT. Mobile source operational GHG emissions were calculated using CalEEMod and are based on the Project's VMT analysis.

The Project represents an infill development within an urbanized area that would concentrate residential uses within an HQT. The Project site is in a dense mixed-use corridor with proximity to three bus lines, including Torrance Transit Line 13, Metro Line 344, and GTrans Line 2. The Project would also incorporate characteristics that would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for transportation related design techniques.³⁹ These techniques would reduce vehicle trips and VMT associated with the Project relative to the standard ITE trip generation rates, which would result in a comparable reduction in VMT and associated GHG emissions. Techniques applicable to the Project include the following (a brief description of the Project's relevance to the measure is also provided):

- **CAPCOA Measure LUT-1 – Increase Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services.

³⁸ California Energy Commission, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.

³⁹ CAPCOA, *Quantifying Greenhouse Gas Mitigation Measures*, 2010.



- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** The Project would introduce new residential uses on the Project site into an area with nearby amenities such as shopping and restaurants, creating more of a mixed-use environment along the Artesia Corridor. The increases on the Project site would reduce vehicle trips and VMT by encouraging residents and visitors to walk and use non-automotive forms of transportation (i.e., public transit, biking), which would result in corresponding reductions in transportation-related emissions given the proximity of amenities.
- **CAPCOA Measure LUT-4 – Increase Destination Accessibility:** The Project site is in a dense corridor, which is easily accessible by public transportation. Access to multiple destinations, and commercial and retail uses in proximity to the Project site would reduce vehicle trips and VMT compared to the statewide average and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions because of the Project.
- **CAPCOA Measure LUT-5 – Increase Transit Accessibility:** The Project would be located near three local bus routes and the Harbor Gateway Transit Center, which provides access to several local and express bus lines, including GTrans Line 2; Torrance Transit Route 1, 4X, 6, and 13; as well as Metro J Line bus rapid transit service, and Metro Lines 205, 246, 344. The Project would also provide bicycle parking spaces to encourage utilization of alternative modes of transportation.
- **CAPCOA Measure LUT-9 – Improve Design of Development:** The Project would enhance the pedestrian and bicycle environment through an attractive open space component and improved sidewalk and streetscape, which would enhance walkability in the Project vicinity. The Project would also locate a development with a high level of street access, which improves street accessibility and connectivity.

CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the project (primary, diverted, and pass-by). As shown in **Table 6-10**, the Project GHG emissions from mobile sources would result in a total of 1,458 MTCO_{2e} per year. This estimate reflects reductions attributable to the Project's characteristics (e.g., infill project near transit that supports multi-modal transportation options), as described above.

Solid Waste Generation Emissions

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown in **Table 6-10**, the Project is expected to result in a total of 75 MTCO_{2e} per year from solid waste that accounts for a 50-percent recycling/diversion rate.⁴⁰

⁴⁰ AB 341 (2012) increased the Statewide waste diversion goal from 50 to 75 percent from baseline rates established by CalRecycle by 2020 and beyond. Further, SB 1383 (2016) requires jurisdictions to reduce 75 percent of organic waste disposal in landfills by 2030.



Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated for the Project using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water.⁴¹ GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG emissions intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG emissions intensity factors for SCE were selected in CalEEMod. Water usage rates were calculated consistent with the requirements under the 2022 California Plumbing Code (which is based on the 2021 Uniform Plumbing Code), 2022 CALGreen, and reflect an approximately 20-percent reduction as compared to the base demand. As shown in **Table 6-10**, Project GHG emissions from water/wastewater usage would result in a total of 28 MTCO_{2e} per year.

Refrigerants

Emissions related to cooling structures and refrigeration needs were calculated using the CalEEMod emissions inventory model. As shown in **Table 6-10**, the Project is expected to result in less than one MTCO_{2e} per year from use of refrigerants that used HFCs and have high GWP values.

Combined Emissions

As shown in **Table 6-10**, when taking into consideration implementation of project design features, including the requirements set forth in the City's Green Building Code and the full implementation of current state mandates, the GHG emissions for the Project would equal 2,218 MTCO_{2e} annually (as amortized over 30 years). When considering emissions from the existing auto repair facility (2,671 MTCO_{2e} annually, as shown in **Table 6-11**), the Project would result in a net decrease of 453 MTCO_{2e} annually, primarily because of the elimination of refrigerants associated with the existing auto repair facilities.

As discussed in **Appendix 6.8-1** and above, there are no GHG emissions thresholds that are applicable to the Project. In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. Within its October 2008 document, the SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 MTCO_{2e} per year. Under this proposal, such commercial and residential projects would have been assumed to have a less than significant impact on climate change. However, this proposed screening threshold was not adopted by the SCAQMD. When considering emissions from the existing auto repair facility (2,671 MTCO_{2e} annually), the Project would result in a net decrease of 453 MTCO_{2e} annually, which is less than 3,000 MTCO_{2e} per year. Thus, even if the SCAQMD interim GHG threshold of significance was adopted, the Project would have a less than significant impact based on such threshold.

⁴¹ The intensity factor reflects the average pounds of CO_{2e} per megawatt generated by a utility company.



Estimated Reduction of Project Related GHG Emissions Resulting from Consistency with Plans

This analysis compares the Project’s GHG emissions to the emissions that would be generated by the Project in the absence of any GHG emissions reduction measures (i.e., the Project Without Reduction Features Scenario). This approach is consistent with the concepts used in CARB’s 2022 Climate Change Scoping Plan. This methodology is used to analyze consistency with applicable GHG emissions reduction plans and policies and demonstrate the efficacy of the measures contained therein, but it is not a threshold of significance.

As shown in **Table 6-12: Estimated Reduction of Project-Related GHG Emissions Resulting from Consistency with Plans**, the emissions for the Project and its associated CARB 2026 Project Without Reduction Features scenario are estimated to be 2,218 MTCO₂e per year and 3,245 MTCO₂e per year, respectively, which shows the Project would reduce emissions by 32 percent from CARB’s 2026 Project Without Reduction Features scenario. It should be noted that this comparative analysis does not include the removal of emissions from the existing auto repair facility (**Table 6-12**).

Table 6-12: Estimated Reduction of Project-Related GHG Emissions Resulting from Consistency with Plans

Scenario and Source	Project Without Reduction Features Scenario*	As Proposed Scenario	Reduction from Project Without Reduction Features Scenario	Change from Project Without Reduction Features Scenario
Area Sources	9	9	-	0%
Energy Sources	971	563	-408	-42%
Mobile Sources	2,077	1,458	--619	-30%
Waste Sources	75	75	-	0%
Water Sources	28	28	-	0%
Refrigerants	<1	<1	-	0%
Construction	84	84	-	0%
Total Emissions	3,245	2,218	-1,027	-31.6%
Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.				
* Project Without Reduction Features scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State’s renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).				
Source: DKA Planning, 2023.				

Post-2030 Analysis

Studies show that the State’s existing and proposed regulatory framework will put the State on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050 if additional appropriate reduction measures are adopted. Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they demonstrated that various combinations of policies could allow the statewide emissions level to remain very low through 2050. This suggests that the combination of new technologies and other regulations not analyzed in the studies could allow the State to meet the 2050 target.

Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016, which would require CARB to ensure that Statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. Specifically, SB 32 requires the State board to ensure Statewide GHG emissions are reduced to 40 percent



below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries. These targets would build upon those originally established under AB 32 which required reducing statewide GHG emissions to 1990 levels by 2020. The Project's design features advance these goals by reducing VMT, increasing the use of electric vehicles, improving energy efficiency, and reducing water usage.

The emissions modeling in the 2022 Update to the Scoping Plan has projected 2030 statewide emissions, which take into account known commitments (reduction measures) such as SB 375, SB 350, and other measures. The emissions inventory identified an emissions gap, meaning that emissions reductions due to known commitments do not decline fast enough to achieve the 2030 target. In order to fill this gap, the 2022 Update to the Scoping Plan assumed a scenario in which cap-and-trade would deliver the reductions necessary to achieve the 2030 emissions target. Although the Project is consistent with the 2022 Update to the Scoping Plan, additional measures to achieve the 2030 targets and beyond are outside of the City or the Project's control. Executive Order S-3-05 establishes a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal, however, has not been codified. Studies have shown that, in order to meet the 2050 target, aggressive technologies in the transportation and energy sectors, including electrification and the decarbonization of fuel, will be required. In its 2008 Climate Change Scoping Plan, CARB acknowledged that the "measures needed to meet the 2050 are too far in the future to define in detail."

CARB has generally described the type of activities required to achieve the 2050 target: "energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately." Although the Project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the Project's emissions to decline as the regulatory initiatives identified by CARB in the Climate Change Scoping Plan are implemented, and other technological innovations occur. Such regulatory measures, which will further reduce GHG emissions, include the RPS under SB 100, which requires 100 percent renewable energy by 2045. As discussed above, the Project would be designed and operated to meet or exceed the applicable requirements of the CALGreen Code and would be subject to the 2022 Title 24 standards, which will assist the State in meeting the Zero Net Energy (ZNE) goal and the Executive Order's horizon-year (2050) goal.

The Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG reductions from the land use and transportation sectors required by SB 375, which, in turn, advances the State's long-term climate policies. As shown above, the reduction in VMT would further support the goal of reducing GHG emissions from passenger vehicles by 2035 in the 2020–2045 RTP/SCS. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with State climate targets for 2030 and beyond. For the reasons described above, the Project's post-2030 emissions trajectory is expected to follow a declining trend, consistent with the 2030 and 2050 targets and Executive Orders S-3-05 and B-30-15.

The Governor's Executive Order B-55-18 (September 2018) establishes a new statewide goal to achieve carbon neutrality no later than 2045 and achieve and maintain net negative emissions thereafter. Based



on this executive order, CARB will work with relevant state agencies to develop a framework for implementation and accounting that tracks progress towards this goal, as well as ensuring that future scoping plans identify and recommend measures to achieve the carbon neutrality goal. Also discussed above, CARB has released a study evaluating three scenarios that achieve carbon neutrality in California by 2045. The scenarios analyzed to achieve carbon neutrality include a High Carbon Dioxide Removal (CDR) scenario, Zero Carbon Energy scenario, and a Balanced scenario.

Conclusion

Given the Project's consistency with State, SCAG, and City GHG emissions reduction goals and objectives, the Project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.



6.9 Hazards and Hazardous Materials

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



The basis for the following information and analysis is the Phase I Environmental Site Assessment (ESA) (Environmental Management Strategies, Inc. (EMS), October 2023), the Phase II ESA (EMS, February 2024), and the Vapor Intrusion Risk Assessment (VIRE) (Advanced Environmental Group, Inc, February 2024). These reports, which are included in this Initial Study as **Appendix 6.9-1: Phase I Environmental Site Assessment, Appendix 6.9-2: Phase II Environmental Site Assessment, and Appendix 6.9-3: Vapor Intrusion Risk Assessment**, are summarized below.

It is noted, Kimley-Horn conducted third-party reviews on behalf of the City of the Project's Phase I ESA, Phase II ESA, and VIRE. The third-party reviews concluded the analyses meet the applicable provisions of CEQA and the State CEQA Guidelines.

IMPACT ANALYSIS

6.9a Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Project construction would involve the routine transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers and paints. Examples of such activities include fueling and servicing construction equipment, and applying paints and other coatings.

The Project proposes a residential development, which is not anticipated to involve the routine transport, use, or disposal of large quantities of hazardous materials that could create a significant hazard to the public or environment. The maintenance materials would be stored, handled, and disposed of in accordance with applicable regulations and the City's programs to control and safely dispose of hazardous materials and wastes. Specifically, the City's Hazardous Materials Release Response Plans and Inventory Program requires the owner or operator of any business that handles or stores hazardous materials equal to or above the reportable quantities to submit a Hazardous Materials Inventory and Contingency Plan. Compliance with these regulations would ensure that all hazardous wastes would be properly handled, recycled, treated, stored, and disposed.

Therefore, following compliance with standard City practices and federal and State regulations, the Project would result in a less than significant impact concerning its potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

6.9b Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact.

Construction

Project construction would include demolition of all structures and complete over-excavation, which could be contaminated, and re-compaction of soils. The Project's Phase I ESA concluded that the Project site contained recognized environmental conditions (REC) related to the handling of hazardous materials, lack of environmental investigation or evidence of closure for any USTs or clarifiers, and lack of investigation into the spray booth that had previous violations reported. The Phase I ESA also noted a controlled REC (CREC) related to the adjacent Honeywell, Inc. facility that is undergoing in-situ treatment/containment of a groundwater plume using an enhanced reductive dichlorination barrier system. Further, although not considered a REC, the Phase I ESA noted asbestos containing material (ACM)



and lead-based paints (LBP) may be present in building materials on the Project site. Therefore, Project demolition and construction activities could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Condition of Approval (COA) HAZ-1 and COA HAZ-2 require ACM and LBP surveys of the existing onsite buildings prior to demolition. COA HAZ-1 includes measures for the safe dismantling and removal of building components and debris and prevents the accidental release of asbestos, and COA HAZ-2 includes measures to safely demolish structures potentially containing LBP, thereby protecting workers and the public from exposure to hazardous materials and wastes during demolition. Therefore, following compliance with COA HAZ-1 and COA HAZ-2, the potential presence of ACM and LBP would not result in a significant hazard to the public through reasonably foreseeable upset and accident conditions.

Further, MM HAZ-1 requires the Project's Phase I ESA, Phase II ESA, and VIRE to be reported to the Los Angeles County Fire Department (LACFD) Health and Hazardous Material Division (HHMD) for review and recommendations prior to grading permit issuance, MM HAZ-2 requires the preparation of a soil management plan (SMP) to address potentially contaminated soil that may be encountered during building demolition, grading, or construction activities. MM HAZ-3 requires that the hydraulic auto lifts be removed prior to demolition to ensure no additional leakage of hydraulic fluid occurred on the surface or below the slab. MM HAZ-3 also requires that any soil impacted by hydraulic fluid be removed and handled properly according to the SMP. MM HAZ-4 requires that the clarifiers/underground storage tanks be pumped out, cleaned, and removed prior to demolition and that any contaminated soil be removed and handled according to the SMP. These provisions would minimize the potential for hazardous materials to be released into the environment during Project construction. Thus, with COA HAZ-1, COA HAZ-2, MM HAZ-1, MM HAZ-2, MM HAZ-3, and MM HAZ-4 incorporated, impacts would be less than significant in this regard.

Operations

The Phase II ESA investigation identified benzene, ethylbenzene, PCE, meta-, para- and ortho-xylene and TPHg concentrations that exceeded the soil vapor screening level for potential indoor air vapor intrusion risk at residential sites based on current DTSC vapor intrusion guidance. As part of their third-party review of the Phase II ESA, Kimley-Horn recommended that a VIRE be conducted to determine the potential for a vapor intrusion threat to future Project residents. The VIRE, which was subsequently completed, recommends additional soil vapor sampling (MM HAZ-5) to assess the effectiveness of the source removal (i.e., removal of soil down to approximately 15 feet across the site) that includes soil vapor probes to evaluate the remaining soil vapor concentrations that would be encountered below the parking garage. The findings of the soil vapor sampling effort would be required to be documented in a Subsurface Investigation Report that would compare soil vapor sample results prior to and after source removal to demonstrate that the Project site meets residential standards as determined by DTSC's Final Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion Guidance dated February 2022 (or the latest draft available at time of sampling). The Subsurface Investigation Report would be submitted to the City of Gardena Building Services Division and LACFD for approval prior to building permit issuance. If the Subsurface Investigation Report concludes that the Project site still contains VOCs at a concentration exceeding DTSC's Final Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion Guidance thresholds for residential uses, implementation of an engineering control (e.g., impermeable membrane or passive venting) would be required subject to LACFD HHMD approval (MM HAZ-5). With MM HAZ-5



incorporated, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving soil and groundwater contamination. With mitigation incorporated, impacts would be less than significant.

Project operations would involve the use of typical hazardous materials/chemicals associated with residential uses such as household cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Any routine transport, use, and disposal of these material during Project operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Further, hazardous materials/chemicals such as household cleaners, paints, solvents, and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, Project operations would not create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant following compliance with the established regulatory framework, and no mitigation is required.

6.9c Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The school nearest the Project site, is the Pacific Lutheran Junior/Senior High School, is at 1473 West 182nd Street, City of Gardena, which is approximately 0.48 mile south of the Project site. Therefore, the Project site is more than 0.25 mile from this existing school. Notwithstanding, the routine transport, use, and disposal of hazardous materials during Project construction would be subject to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction activities would not create a significant hazard to nearby schools.

Additionally, the Project does not propose any uses which could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that could impact surrounding schools. The types of hazardous materials that would be routinely handled during Project operations would be limited to household cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. The routine transport, use, and disposal of hazardous materials during operations would be subject to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project operations would not create a significant hazard to nearby schools.

6.9d Would the project 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 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. The Project site is not included on a list of hazardous materials sites compiled pursuant to



Government Code Section 65962.5.⁴² Therefore, the Project would result in no impact in this regard.

6.9e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The airport located nearest the Project site is Compton/Woodley Airport (“Airport”), approximately 3.2 miles to the northeast. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. No impact would occur in this regard.

6.9f Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project site is located in an urbanized area where adequate circulation and access are provided to facilitate emergency response. The Gardena Public Safety Plan⁴³ outlines emergency response actions in the event of a large-scale disaster, such as a hazardous materials emergency. Further, while Project construction would likely require traffic lane, parking lane, and/or sidewalk closures, it would not require the complete closure of any public or private street. The Project would be conditioned to prepare a Construction Traffic Management Plan, approved by the City, to minimize the potential conflicts between construction activities, street traffic, bicyclists, and pedestrians during construction, as well as ensure adequate emergency access. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Further, Project construction would be subject to compliance with the following Public Safety Plan Policies:

- **PS 1.7: Development Review.** Ensure that law enforcement, crime prevention, and fire safety concerns are considered in the review of planning and development proposals in the City.
- **PS 2.2: Building and Fire Codes.** Require that all buildings and facilities within Gardena comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards.
- **PS 2.7: New Development.** Require adequate fire protection services, fire protection plans, and emergency vehicle access for new development. Locate, design, and construct new development to minimize the risk of structural loss from fires.
- **PS 3.1: California Building Code.** Require compliance with seismic safety standards in the California Building Code, as adopted and amended.

Therefore, following compliance with City policies, as specified above, the Project’s potential impacts concerning impairing implementation of or physically interfering with an emergency response plan or related policies would be less than significant.

⁴² California Department of Toxic Substances Control. *Department of Toxic Substances Control EnviroStor*. Retrieved from: https://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29, accessed December 2023.

⁴³ City of Gardena. (2022). Public Safety Plan. Retrieved from https://cityofgardena.org/wp-content/uploads/2022/04/Gardena_Public-Safety-Element_FINAL-FOR-ADOPTION.pdf.



6.9g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

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

Cumulative Impact

The Project would result in less than significant impacts regarding hazards and hazardous materials; therefore, no cumulative impact would occur.

Conditions of Approval

COA HAZ-1 Asbestos Survey. Prior to demolition activities, an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified inspector shall conduct an Asbestos Survey to determine the presence or absence of asbestos containing-materials (ACMs) pursuant to South Coast Air Quality Management District (SCAQMD) regulations.

COA HAZ-2 Lead-Based Paint Survey. If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. A portable, field X-ray fluorescence (XRF) analyzer shall be used to identify the locations of potential lead paint, and test accessible painted surfaces. The qualified Environmental Professional shall identify the likelihood that lead is present in concentrations greater than 1.0 milligrams per square centimeter (mg/cm²) in/on readily accessible painted surfaces of the buildings.

If lead-based paint is found, a qualified Lead Specialist shall complete abatement prior to any activities that would create lead dust or fume hazard. Potential methods to reduce lead dust and waste during removal include wet scraping, wet planning, use of electric heat guns, chemical stripping, and use of local High-Efficiency Particulate Air (HEPA) exhaust systems. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, §1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.

Mitigation Measures

MM HAZ-1 Los Angeles County Fire Department Approval. Prior to grading permit issuance, the findings of the *Phase I Environmental Site Assessment (ESA) for the Stein Project 1610 West Artesia Boulevard, Gardena, CA 90248*, *Phase II ESA for 1610 West Artesia Boulevard, Gardena, California*, and *Technical Memorandum/Vapor Intrusion Risk Evaluation (VIRE)* shall be reported to the Los Angeles County Fire Department (LACFD) Health and Hazardous Materials Division (HHMD), Site Mitigation Unit (SMU) for review and recommendations. Any recommendations from the LACFD HHMD SMU shall be incorporated into the Project's design.



MM HAZ-2 Soil Management Plan. Prior to grading permit issuance, the Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP) for the Project site. The SMP shall include the LACFD's recommendations (see MM HAZ-1 above). The SMP shall establish procedures for identification and management of impacted and clean soil, segregation and management of impacted soil in accordance with regulatory requirements, transportation of impacted soil to an off-site disposal facility licensed to accept such soil, and identification and management of construction debris during excavation, grading, and construction activities to be completed at the Project site. The SMP shall be submitted to the City of Gardena Building Services Division for review and approval.

The SMP shall include the following:

- Procedures for identification, handling, reporting, and removal of the hydraulic auto lifts and clarifiers/underground storage tanks, piping, dispensers or other underground storage tank components that may be encountered.
- Health and safety measures for when performing demolition, grading, or other construction activities, which may include but are not limited to, personal protective equipment and periodic work breathing zone monitoring for volatile organic compounds using a handheld organic vapor analyzer in the event impacted soils are encountered during excavation activities.
- A health risk assessment for any workers that may come in contact with contaminated soil.
- A soil vapor sample work plan that outlines potential soil vapor probe installation locations and depths, and includes a requirement for a qualified environmental consultant to compare soil vapor sampling results collected both from the October 2022 Phase II Environmental Site Assessment and after the excavation and removal of soil down approximately 15 feet across the Project site.
 - The results of the soil vapor sampling shall be presented to the City of Gardena Building Services Division and Los Angeles County Fire Department in a Subsurface Investigation Report prepared by a qualified environmental consultant to the Los Angeles County Fire Department (LACFD) Health and Hazardous Materials Division (HHMD) for review and approval.

MM HAZ-3 Hydraulic Lift Removal. Prior to demolition permit issuance, the Applicant shall demonstrate to the City of Gardena Building Services Division that a licensed contractor has been retained to remove the hydraulic auto lifts to verify that additional leakage of hydraulic fluid has not occurred on the surface or below the slab. The Applicant shall demonstrate to the City of Gardena Building Services Division a qualified environmental professional has been retained to conduct follow-up sampling to confirm no contamination exists. If soil contamination exists, the impacted soils shall be removed and handled properly according to the Soil Management Plan (see MM HAZ-2).

MM HAZ-4 Underground Storage Tank Removal. Prior to demolition permit issuance, the Applicant shall demonstrate to the City of Gardena Building Services Division that a licensed contractor authorized to remove the clarifiers/underground storage tanks has been retained. The clarifiers/underground storage tanks shall be pumped out and cleaned prior



to removal. The Applicant and licensed contractor must obtain all permits required by the Los Angeles County Public Works, Environmental Programs Division (DPW EPD). The Applicant shall demonstrate to the City of Gardena Building Services Division that a qualified environmental professional has been retained to conduct follow-up sampling to confirm if any leaking occurred that caused soil contamination. If soil contamination exists, then impacted soils shall be removed and handled properly according to the Soil Management Plan (see MM HAZ-2).

MM HAZ-5

Soil Vapor Sampling. Prior to building permit issuance, soil vapor sampling shall be conducted in accordance with the approved Soil Management Plan (see MM HAZ-2) to assess the effectiveness of the source removal (i.e., removal of soil down to approximately 15 feet across the site). The soil vapor sampling shall include soil vapor probes to evaluate the remaining soil vapor concentrations below the parking garage. The soil vapor sampling findings shall be documented in a Subsurface Investigation Report that compares soil vapor sampling results collected both from the October 2022 Phase II Environmental Site Assessment and after the excavation and removal of soil down approximately 15 feet across the Project site. The Subsurface Investigation Report shall be submitted to the City of Gardena Building Services Division and Los Angeles County Fire Department (LACFD) Health and Hazardous Materials Division (HHMD) for review and approval.

If the soil vapor sampling concludes that after the source removal the Project site contains VOCs at a concentration exceeding DTSC's Final Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion Guidance thresholds for residential uses, implementation of an engineering control (e.g., impermeable membrane or passive venting) would be required subject to approval by the LACFD HHMD. The Applicant shall show the impermeable membrane on the Project's building plans for review and approval by the City of Gardena Building Services Division.

If the soil vapor sampling concludes that after the source removal the Project site contains VOCs at a concentration below DTSC's Final Draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion Guidance thresholds for residential uses, no further action shall be required.



6.10 Hydrology and Water Quality

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



The basis for the following information and analysis is the Low Impact Development (LID) Report (Tait & Associates, October 2023) and the Hydrology Study (Tait & Associates, October 2023). These reports are included as **Appendix 6.10-1: Hydrology Studies** and summarized below.

It is noted, Kimley-Horn conducted third-party reviews on behalf of the City of the Project's LID Report and Hydrology Study, see **Appendix 6.10-1**. The third-party review concluded the analyses meets the applicable provisions of CEQA and the State CEQA Guidelines.

IMPACT ANALYSIS

6.10a Would the Project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The Project site is fully developed with two, one-story commercial and industrial buildings, asphalt surface parking lot, and landscaping (see **Exhibit 2-2: Local Vicinity Map**). The Project's construction-related activities would include demolition of the two existing buildings, asphalt surface parking lot, landscaped areas, and all existing improvements and excavation of existing soils. Excavation, grading, and trenching could displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The main pollutant of concern during construction is typically sediment and soil particles that discharge off of the site due to wind, rain, and construction patterns. Potential construction-related erosion effects would be addressed through compliance with the National Pollutant Discharge Elimination System (NPDES) program's Construction Stormwater General Permit. Construction activity subject to the Construction Stormwater General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. The Project proposes demolition and construction activities throughout the entire site, with a land disturbance of approximately 3.43 acres. Therefore, the Project would be subject to the Construction Stormwater General Permit.

To obtain coverage under the Construction Stormwater General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents, which include a Notice of Intent and other compliance-related documents. The Construction Stormwater 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 Construction Stormwater 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. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies. See **Appendix 6.10-1: Hydrology Studies** for specific BMP measures.

The Project would also be required to comply with GMC Chapter 8.70, *Stormwater and Runoff Pollution Control*, which addresses stormwater and runoff pollution control and is intended to reduce the quantity of pollutants being discharged to waters of the United States. GMC Section 8.70.110.B.1, *Development Construction*, specifies that no Grading Permit would be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a General Construction Activity Stormwater Permit [Construction Stormwater General Permit] from the State Water Resources Control Board (SWRCB).

Following compliance with NPDES, GMC, and the LID Plan's requirements, which include implementation of BMPs as a Condition of Approval, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, a



less than significant impact would occur in this regard, and no mitigation is required.

Operations

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

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all “New Development” and “Redevelopment” projects subject to the Order. New development and redevelopment projects/activities subject to Los Angeles County’s LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area and residential new or redeveloped projects that create, add, or replace 10,000 SF or greater impervious surface area. The Project involves development with land disturbance of 3.43 acres and therefore would be subject to compliance with the Order.

Additionally, GMC Section 8.70.110, *Standard Urban Stormwater Mitigation*, requires new development and redevelopment projects subject to the MS4 Permit, such as the proposed Project, to comply with post-construction runoff pollution reduction BMPs implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP requires LID BMPs, source control BMPs, and structural and nonstructural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific structural controls are also required to address pollutant discharges from certain uses including but not limited to housing developments, parking lots, and new streets, among others.

The Project proposes LID and site design approaches and BMPs that are designed to address runoff and pollution at the source. See **Appendix 6.10-1** for a description of Project BMPs and Response 6.10c(iii) for a description of existing and proposed site drainage. Infiltration is Los Angeles County’s first option when screening potentially feasible LID BMPs. Infiltration systems collect stormwater runoff and conduct it into permeable soils beneath the site; effectively reducing pollution, reducing runoff and flooding, and recharging groundwater. The second priority BMP is capturing and reusing stormwater onsite for either landscape irrigation or toilet flushing.

Under existing conditions, the Project site features a gradual slope from the northwest corner at West Artesia Boulevard down to the site’s southeast corner with a difference of roughly eight feet. The existing drainage pattern consists of overland flow to gutters that flow to the site’s southeastern portion and discharge to a single drop inlet. The drop inlet connects to a private storm drain approximately 80 feet south and exists the site through a headwall to the LACFCD Dominguez Channel. The Dominguez Channel flows east and then south to the Los Angeles/Long Beach Harbor.

Under proposed conditions, the Project site would maintain the existing drainage pattern with site runoff discharging to the existing site outlet at the southeast corner that connects to the Dominguez Channel.



Alternative compliance BMPs have been identified for use within the Project site. Specifically, an underground proprietary biotreatment system would be used to treat runoff from the Project site.

Compliance with NPDES and GMC requirements, which include implementation of LID BMPs, would ensure that 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.

6.10b Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact.

Construction

The historical high groundwater level in the area is 10 feet below ground surface (bgs) and groundwater was encountered during exploration with samples taken at reading depths between approximately 19 and 23 ft bgs; see **Appendix 6.10-1**. The Project would require excavation of existing soils up to 15.0-feet below existing grade to evaluate soil vapor concentrations that would be encountered below the parking garage concrete slab after the sources of the soil vapor concentrations have been removed.

Since the structures would be below an elevation of 10 feet bgs, it is expected that groundwater would be encountered during construction that could require temporary or permanent dewatering operations. Additionally, it is possible that perched water zones could potentially be encountered elsewhere on the Project site during excavation. If groundwater or perched groundwater were to be encountered, it would be directed to a dewatering system and discharged in accordance with all applicable rules and regulations under NPDES General Construction Permit regulations and City grading permit conditions. Therefore, with compliance with all applicable rules and regulations, potential construction-related groundwater impacts would be less than significant.

During onsite grading and building activities, minimal amounts of hazardous materials such as fuels, paints, solvents, and concrete additives could be used, and the presence of such materials provides an opportunity for hazardous materials to be released into groundwater. The proper management of any resultant hazardous wastes would decrease the opportunity for hazardous materials releases into groundwater. Compliance with all applicable federal, State, and local requirements concerning the handling, storage, and disposal of hazardous waste, would reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Therefore, impacts would be less than significant, and no mitigation is required.

Operations

The Project site is in Golden State Water Company's (GSWC's) service area, and specifically, within the Southwest System service area, which serves Gardena, seven other cities, and portions of unincorporated Los Angeles County. There are no groundwater supply wells located on the Project site. The Project does not include any groundwater pumping and relies on GSWC for water service. The Southwest System's water supply sources 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). The Southwest System is supplied by two active wells



in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (Central Basin) and 12 active wells in the West Coast Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (West Coast Basin).

West Coast Subbasin groundwater replenishment occurs through stormwater percolation and imported and recycled water that is injected to prevent seawater intrusion. The Project site is fully developed with two commercial and industrial buildings, an associated surface parking lot, and landscaping. The Project site currently contains approximately seven percent (10,944 SF) of pervious area and approximately 93 percent (138,658 SF) of impervious area. The Project site would include approximately 15 percent (22,558 SF) of pervious area and approximately 85 percent (127,044 SF) of impervious area associated with increased landscaping within the site when compared to existing conditions. The increase in pervious areas would improve the Project site's stormwater/percolation groundwater recharge capacity over existing conditions. Finally, the Project would include LID BMPs to increase infiltration of stormwater runoff. Therefore, the Project would not decrease groundwater supplies or interfere with groundwater recharge and impacts would be less than significant in this regard.

Concerning the Project's potential to decrease groundwater supplies, as discussed in detail in **Section 6.19: Utilities and Service Systems**, GSWC would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Further, both the Central Basin and West Coast Basin were adjudicated in 1961, and as such, is subject to pumping restrictions to avoid overdraft conditions. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

6.10c Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

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

As depicted on the Existing Hydrology Map (see **Appendix 6.10-1**), the existing site is comprised of 3.18 acres or 93 percent of impervious area and 0.25 acres or 7 percent of pervious areas. As depicted on the Proposed Hydrology Map (see **Appendix 6.10-1**), the Project site is 3.43 total acres comprised of 2.91 acres or 85 percent of impervious area and 0.52 acres or 15 percent of pervious areas. Surface flows would be directed south along the Project's western and eastern boundaries to the proposed biofiltration device located on the southeast corner of the property. The biofiltration device would be connected to an onsite inlet which would drain in the Dominguez Channel located on the southern boundary of the site. The proposed Project would result in an increase in landscaped areas throughout the Project site, which would decrease impervious surfaces from 93 percent under existing conditions to 85 percent under proposed Project conditions. Therefore, the Project would not substantially alter the site's existing drainage pattern through the addition of impervious surfaces. Further, the Project would not alter the course of a stream or river, as none traverses or are located in the Project vicinity. The decrease in impervious surfaces on the Project site would result in a reduction of flows under 50-year storm events when compared to existing conditions; see **Appendix 6.10-1**, Attachment H for output calculations.



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

Less Than Significant Impact. As concluded above, the Project would not substantially alter the Project site's existing drainage pattern through the alteration of the course of a stream or river or through the addition of impervious surfaces. Further, as concluded in Response 6.10a, the Project would be subject to compliance with NPDES and GMC requirements, which include implementation of BMPs, thus, would not result in substantial erosion or siltation on- or off-site. A less than significant impact would occur in this regard.

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

No Impact. As demonstrated in **Appendix 6.10-1**, the Project would reduce impervious surfaces thereby reducing flows under 50-year storm events when compared to existing conditions. Because the Project would decrease surface runoff, it would not result in flooding on- or off-site. No impact would occur in this regard.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; or

No Impact. As demonstrated in **Appendix 6.10-1**, the Project would reduce impervious surfaces, thereby reducing flows under 50-year storm events, as compared to the existing condition. Because the Project would decrease surface runoff, it would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. No impact would occur in this regard.

(iv) Impede or redirect flood flows?

No Impact. The Project site is not located within the 100-year hazard flood zone area. Flood Insurance Rate Map (FIRM) 06037C1935F indicates the Project site is within Zone X, 0.2 percent chance flood; areas with one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; or areas protected by levees from the one percent annual chance of flood.⁴⁴ Further, the Project would use a biofiltration device (i.e., modular wetland MWS L-8-24) to treat runoff and minimize impacts to existing storm water drainage facilities. The Project site is not subject to flooding and would not impede or redirect flood flows. No impact would occur and no mitigation is required.

6.10d In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, which can occur in response to ground shaking. The Project site is approximately eight miles east of the Pacific Ocean and there are no nearby bodies of standing water. Therefore, the Project site is not within a tsunami or seiche zone.

The Project proposes a residential development that would involve the use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and

⁴⁴ United States, Federal Emergency Management Agency. FEMA. Flood Insurance Rate Map 06037C1935F. Available at: <https://msc.fema.gov/portal/search?AddressQuery=2323%20West%20Broadway%2C%20Anaheim#searchresultanchor>. Accessed December 2023.



pesticides for landscaping. The Project is not within a flood hazard, tsunami, or seiche zone. Therefore, no risk of release of pollutants due to Project inundation by these hazards would occur.

6.10e Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact.

Construction

Project construction activities could result in short-term groundwater quality impacts because of soil or shallow groundwater being exposed to construction activities, materials, wastes and spilled materials. During on-site grading and building activities, minimal amounts of hazardous materials such as fuels, paints, solvents, and concrete additives could be used, and the presence of such materials provides an opportunity for hazardous materials to be released into groundwater. Additionally, as mentioned in **Appendix 6.9-1**, identified the release of volatile organic compounds (VOCs) and petroleum hydrocarbons gasoline (TPHg). Thus, the Project requires compliance with MM HAZ-1, which requires the Los Angeles County Fire Department (LACFD) Health and Hazardous Materials Division (HHMD), Site Mitigation Unit (SMU) to review the Phase I/II ESA and VIRE and provide recommendations, MM HAZ-2, which requires a soil management plan that addresses potentially contaminated soils that may be encountered during construction activities, compliance with MM HAZ-3, which requires the hydraulic auto lifts to be removed prior to demolition to ensure no additional leakage of hydraulic fluid occurred on the surface or below the slab, and compliance with MM HAZ-4, which requires the clarifiers/underground storage tanks to be pumped out, cleaned, and removed prior to demolition activities and any contaminated soil to be removed and handled according to the SMP. If contaminated soils are found within the excavation limits, contaminated soils would be collected within the excavated material, removed from the Project site, and disposed of in accordance with all applicable regulatory requirements. Compliance with all applicable federal, State, and local requirements concerning the handling, storage, and disposal of hazardous materials, will reduce the potential for the construction of the Project to release contaminants into groundwater that could affect existing contaminants, expand the area or increase the level of groundwater contamination, or cause a violation of regulatory water quality standards at an existing production well. Therefore, Project construction would not conflict with or obstruct implementation of a sustainable groundwater management plan and impacts would be less than significant.

Operation

The proposed LID systems are designed to safely convey stormwater runoff into the sub-surface soil without the threat of contaminant mobilization and would assist in improving the groundwater quality. The Project's design would ensure all proposed LID systems meet applicable LA County LID Manual requirements. The proposed LID BMP systems are designed to safely convey stormwater runoff into the sub-surface soil without the threat of contaminant mobilization. Additionally, the West Coast Subbasin is managed by the WRD as well as the CDWR and is anticipated to meet all groundwater demands. The Project would follow all requirements regarding groundwater quality to ensure that no impacts from proposed stormwater infiltration occur. Therefore, Project operations would not conflict with or obstruct implementation of a sustainable groundwater management plan and impacts would be less than significant.

Cumulative Impacts



The Project, in combination with present and reasonably foreseeable future development that would occur within the watershed, would involve construction activities, a new development from which runoff would discharge into waterways, a potential increase in storm water runoff from new impervious surfaces, and a potential reduction in groundwater recharge areas. Construction of new development within the watershed could result in the erosion of soil, thereby cumulatively affecting the watershed's water quality. In addition, the increase in impermeable surfaces and more intensive land uses within the watershed resulting from future development may also adversely affect water quality by increasing the amount of stormwater runoff and common urban contaminants entering the storm drain system. However, new development would be required to comply with existing federal, State, and local regulations regarding construction and operational practices that minimize impacts concerning water quality and storm water flows. Compliance with requirements would minimize potential impacts at each respective development site. As such, there are no significant cumulative impacts.



6.11 Land Use and Planning

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

IMPACT ANALYSIS

6.11a Would the project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway which traverses an established neighborhood. The Project proposes residential infill development. The Project would replace the existing commercial and industrial uses and does not propose any new roadways or other physical barriers. Given its nature and scope, the Project would not physically divide an established community. No impact would occur in this regard.

6.11b Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. General Plan Figure LU-2, Land Use Policy Map, depicts the City’s land use designations and indicates the Project site is designated Very High Density Residential.⁴⁵ The Very High Density Residential land use designation allows compact, multi-family living environment and a residential density range of 51-70 dwelling units per acre (DU/AC).⁴⁶ The City of Gardena Zoning Map depicts the City’s zones and indicates the Project site is zoned Very High Density Multifamily Residential (R-6) Zone, which is intended for apartments and condominiums. Based on a 3.43-acre Project site and 70 DU/AC, the Project site’s development capacity is approximately 240 DU.

The Project proposes a multi-family residential development with 300 apartment units (283 market rate units and 17 affordable units), which would result in a density of approximately 88 DU/AC, exceeding the Project site’s 70 DU/AC allowable density (i.e., 240 DU development capacity). However, the Project reaches a 88 DU/AC allowable density through a 25 percent density bonus (i.e., 60 DU) based on providing seven percent very low income units. As such, the Project would be consistent with the Project site’s land use designation and zoning.

⁴⁵ City of Gardena. (2006, Updated 2023). *Gardena General Plan 2006*. Figure LU-2: 2023 General Plan Land Use Policy Map.

⁴⁶ City of Gardena. (2006, Updated 2023). *Gardena General Plan 2006*. page LU-13.



Additionally, the Project would comply with all R-6 zoning development standards, with the exception of the following waivers, which are permitted under the Density Bonus Law which is incorporated in GMC Section 18.43.060, Waiver/Modification of Development Standards:

- Waiver to increase the maximum building height from 75 feet to 84.5 feet. GMC Section 18.18A.040(G) states that multi-family development in the R-6 zone can be up to 75 feet tall or up to 40 feet tall if any portion of the development is within 20 feet of a property zoned R-1 or R-2 or abuts either a collector or local street. The Project is not located within 20 feet of an R-1 or R-2 property and does not abut a collector or local street, thus per GMC Section 18.18A.040(G), the Project would be allowed a maximum height of 75 feet. The Project requests a waiver to increase the maximum allowed height to 84.5 feet (i.e., an increase of 9.5 feet) as measured from the finished floor (i.e., the level of the finished floor on the ground level) of the roof's highest point, including non-habitable projections (including without limitation, architectural features, elevator shafts mechanical equipment, stairwells, canopies, or shade structures).
- Waiver to reduce required amount of storage space per DU. GMC Section 18.18A.040(H) requires 80 cubic feet (cf) of private secure storage space per DU. Per GMC Section 18.18A.040(H), the Project would be required to provide 300 private storage spaces of 80 cf each (i.e., 24,000 cf). The Project requests a waiver to reduce the total amount of private storage spaces to 124 private storage spaces totaling of 11,520 cf, (i.e., a reduction of 176 private storage spaces or 12,480 cf).
- Waiver to reduce required amount of massing. GMC 18.42.120(B)(1), *Massing and Articulation*, requires variations in wall plane (projection or recess) of a minimum of two feet are required for a minimum of twenty-five percent of all facades of first and second stories of residential buildings. The Project's design endeavors to meet the intent of this design standard by providing significant massing breaks along Artesia Boulevard where feasible, including at the project entry.
- Waiver to reduce the required recess of the building windows. GMC 18.42.120.F.1, *Windows*, requires all windows must be recessed by a minimum of four inches or be surrounded by molding at least three and one-half inches wide and projecting from the wall not less than three-quarters of an inch. The Applicant requests a waiver from this standard pursuant to the State Density Bonus Law and currently proposes to provide 2" window recesses at prominent façade locations to provide visual interest.

Additionally, the Applicant is requesting reduced parking standards. Under the Density Bonus law, a developer may request, and the City shall not require a vehicle parking ratio that is more than 1 space/unit for studio and 1 bedroom units and 1.5 spaces/unit for 2-3 bedroom units. These ratios include guest parking spaces. Based on these requirements, the Applicant would only be required to provide a total of 339 parking spaces. The Applicant has exceeded this requirement by providing 507 spaces, 39 of which will be allocated for guest spaces.

Table 6-13: General Plan Policy Consistency evaluates the Project concerning the relevant General Plan goals and policies and concludes the Project would not conflict with the relevant General Plan goals and policies. Therefore, the Project would not result in a significant environmental impact concerning a conflict with the General Plan.



Table 6-13: General Plan Policy Consistency

General Plan Policy	Project Analysis
Community Development Element: Land Use Plan	
LU Goal 1: Preserve and protect existing single-family and low/medium-density residential neighborhoods while promoting the development of additional high-quality housing types in the City.	
<p>Policy LU 1.1: Promote sound housing and attractive and safe residential neighborhoods.</p>	<p>No Conflict. The Project proposes a high-quality residential development which would facilitate the surrounding neighborhood’s transition into a more complete multi-family residential community, in that it would bring new residents to the neighborhood, bring new housing to this area, improve the streetscape, and activate the pedestrian realm.</p>
<p>Policy LU 1.2: Protect existing sound residential neighborhoods from incompatible uses and development.</p>	<p>No Conflict. Factors influencing land use compatibility include aesthetics, air quality, noise, and traffic. As concluded in Section 6.1 Aesthetics, Section 6.3: Air Quality, Section 6.13: Noise, and Section 6.17: Transportation, respectively, the Project would result in less than significant operational impacts concerning these resource areas, which in turn would influence land use compatibility. The Project would be developed consistent with the land use designation and would further facilitate the General Plan’s vision. Therefore, the Project would be a compatible land use.</p>
<p>Policy LU 1.3: Protect the character of lower density residential neighborhoods.</p>	<p>No Conflict. The Project is not immediately adjacent to lower density residential land uses. The Project is immediately surrounded by the Dominguez Channel, industrial, commercial, and high density residential land uses. Therefore, the Project would provide an additional 300 DU and would not affect the character of lower density residential neighborhoods.</p>
<p>Policy LU 1.4: Locate new medium- and high-density residential developments near neighborhood and community shopping centers with commensurate high levels of community services and facilities.</p>	<p>No Conflict. Numerous commercial uses and services are located between approximately 300 feet and one-half mile. These include Gardena Marketplace, Tokyo Central Market, and Gardena Gateway Plaza. These shopping centers are characterized by commercial and retail uses that would provide community services and facilities to the Project’s future residents. Food 4 Less and the Gardena YMCA are located less than a mile from the Project site. Additionally, the Project would cluster urban-density housing at an appropriate location in the vicinity of a number of bus lines and the Harbor Gateway Transit Center, which would offer easy access to public transportation and reduce automobile dependence.</p>
<p>Policy LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multi-family residential developments.</p>	<p>No Conflict. The Project would incorporate quality residential amenities, including private and community open spaces for the residents. The Project’s amenities are anticipated to include two pools, clubhouse, courtyard, fitness center, spa, golf lounge, and business center. The Project provides adequate residential amenities which would create more attractive and livable spaces for residents. The Project would</p>



General Plan Policy	Project Analysis
	also provide approximately 507 off-street vehicle parking spaces.
Policy LU 1.6: Ensure residential densities are compatible with available public service and infrastructure systems.	No Conflict. Public service and infrastructure systems capacity is determined based on the City’s General Plan land uses. The Project is consistent with the General Plan land use designation, thus would be compatible with available public service and infrastructure systems. Further, the Project includes measures to ensure that the plan area is served by adequate public services, infrastructure, and utilities as described in Section 6.15: Public Services, Section 6.16: Recreation and Section 6.19: Utilities and Service Systems.
Policy LU 1.7: Preserve the City’s residential buildings of historic and cultural significance.	No Conflict. As described in Section 6.5: Cultural Resources and Section 6.18: Tribal Cultural Resources, the Project would not result in an adverse effect on any buildings of historic or cultural significance.
Policy LU 1.8: Minimize through-traffic on residential streets.	No Conflict. The Project proposes one vehicle access point along Artesia Boulevard, which is classified as an Arterial roadway in the General Plan. Therefore, the Project would not have an effect on a residential street.
Policy LU 1.12: Require infill development to provide adequate amenities to minimize the impact of such development on the immediate neighborhood and on City services generally, including off-street parking to meet the additional demand placed on street parking.	No Conflict. The Project would provide 18,598 SF of amenity areas and 49,701 SF of open space areas. By providing onsite amenities and open space areas, impacts to the City’s open space areas and services would be limited, as described in Section 6.16: Recreation. Additionally, the Project proposes a parking ratio which exceeds that required by the State Density Bonus Law.
LU Goal 4: Provide the highest quality of public facilities possible to meet the needs of the City’s residents and businesses and promote the City’s image and cultural heritage.	
Policy LU 4.3: Design public improvements to encourage pedestrian activity and access and to provide safe and convenient pedestrian circulation.	No Conflict. The Project would provide a buffered and landscaped pedestrian path along Artesia Boulevard which would encourage safe and convenient pedestrian circulation.
LU Goal 5: Create opportunity for diversity in housing opportunities through the City.	
Policy LU 5.1: Encourage higher density housing near arterials and collector streets for all income levels throughout the City.	No Conflict. The Project proposes 300 DU (283 market rate units and 17 affordable units) which would be located along Artesia Boulevard which is designated as an Arterial roadway in the General Plan.
Policy LU 5.3: Require adequate amenities, open space, and landscaping for new housing developments.	No Conflict. The Project would provide 18,598 SF of amenity areas and 49,701 SF of common open space areas with 26,261 SF of landscaping (i.e., 23,041 SF planted area and 3,220 SF artificial turf area) and would meet the City’s open space and landscaping requirements outlined in GMC Section 18.18A.040 and GMC Section 18.42.075.



General Plan Policy	Project Analysis
<p>Policy LU 5.4: Provide high-quality housing for current and future residents at all income levels to achieve a balanced community.</p>	<p>No Conflict. The Project proposes 300 DU (283 market rate units and 17 affordable units). The Project also proposes a mixture of studio, one-bedroom, and two-bedroom units.</p>
<p>Policy LU 5.5: Provide opportunities for a variety of housing types throughout the City.</p>	<p>Therefore, the Project would provide a variety of high-quality housing for a variety of household size and income levels.</p>
<p>Community Development Element: Community Design Plan</p>	
<p>DS Goal 1: Enhance the visual environment and create a positive image of the City.</p>	
<p>Policy DS 1.3: Promote a stronger design review process to ensure that public and private projects comply with best design practices and standards.</p>	<p>No Conflict. The Project has been subject to City review and approval to ensure that future development is held to quality design practices and standards.</p>
<p>Policy DS 1.4: Provide a sense of arrival to Gardena through entry monument signs, landscaping features, architectural and motifs at key gateway locations.</p>	<p>No Conflict. The Project would enhance the visual environment by replacing industrial and commercial development with a new multi-family development. The Project would incorporate high-quality design and landscaping consistent with GMC standards. The Project would provide onsite landscaping features and a high-quality sign identifying the Project, consistent with GMC Chapter 18.58 sign standards, at a key gateway location in the City.</p>
<p>Policy DS 1.6: Require streetscape development standards for major corridors, including streetlights, landscaping, public signage and street furniture, to reinforce Gardena's community image.</p>	<p>No Conflict. The Project's proposed streetscape would be subject to City review and approval to ensure that future development is held to quality design practices and standards.</p>
<p>DS Goal 2: Enhance the aesthetic quality of the residential neighborhoods in the City.</p>	
<p>Policy DS 2.1: Provide stronger design guidelines for residential development, including both new construction and additions to existing single-family units or multi-family dwellings.</p>	<p>No Conflict. The Project is intended to achieve quality and attractively designed development that can serve as a model for future multi-family development in the City. The Project would replace aged industrial and commercial buildings with a residential development that is intended to serve as a catalyst to transform southern according to the General Plan.</p>
<p>Policy DS 2.2: Ensure that new and remodeled dwelling units are designed with architectural styles, which are varied and are compatible in scale and character with existing buildings and the natural surroundings.</p>	
<p>Policy DS 2.3: Encourage a variety of architectural styles, massing, floor plans, color schemes, building materials, façade treatments, elevation and wall articulations.</p>	<p>No Conflict. The Project includes a variety of massing, floorplans, color schemes, façade treatments, elevations, and wall articulations.</p>
<p>Policy DS 2.7: Require appropriate setbacks, massing, articulation and height limits to provide privacy and compatibility where multiple-family housing is developed adjacent to single-family housing.</p>	<p>No Conflict. The Project is not located adjacent to single-family housing. The Project's first floor would not include parking, but rather would include the lobby area and landscaped areas which encourages pedestrian traffic and a strong relationship between the apartment building and Artesia Boulevard.</p>
<p>Policy DS 2.9: Integrate new residential developments with the surrounding built</p>	



General Plan Policy	Project Analysis
environment. In addition, encourage a strong relationship between the dwelling and the street.	
Policy DS 2.10: Provide landscape treatments (trees, shrubs, groundcover, and grass areas) within multi-family development projects in order to create a “greener” environment for residents and those viewing from public areas.	No Conflict. The Project would provide landscape treatments that would create a “greener” environment. The Project would replace existing industrial and commercial uses with a multi-family residential building that incorporates street trees to shade the street and sidewalk and create a pedestrian-scale screen between the ground level and upper levels of the building.
Policy DS 2.11: Incorporate quality residential amenities such as private and communal open spaces into multi-unit development projects in order to improve the quality of the project and to create more attractive and livable spaces for residents to enjoy. <i>(Same as Policy EJ 4.12)</i>	No Conflict. The Project would incorporate quality residential amenities, including 18,598 SF of amenity areas and 49,701 SF of open space. include bike parking and a dog spa on the ground level; an indoor and outdoor fitness area, business center, clubroom, golf simulator, and pool courtyard on the second level; pools, BBQ’s and courtyards with fire pits on level three; and a roof deck and lounge area on the fifth level. These amenities would create more attractive and livable spaces for residents to enjoy.
Policy DS 2.12: Provide well-designed and safe parking areas that maximize security, surveillance, and efficient access to building entrances.	No Conflict. The Project would provide parking in an enclosed garage consisting of two vertical floors, starting 10 feet below the proposed grade. The parking garage would be accessible only to residents and would be secured by a key fob entry system. Residents would be able to enter the building directly from the parking garage. Guest parking in the parking garage would be accessible during business hours and access controlled outside of business hours.
Policy DS 2.13: Encourage lot consolidation for multi-family development projects in order to produce larger sites with greater project amenities.	No Conflict. The Project site is contained within one parcel.
Policy DS 2.14: Require design standards be established to provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.	No Conflict. The Project’s design would be consistent with GMC Section 18.18A.040, and therefore would provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.
Policy DS 2.15: Promote innovative development and design techniques, new material and construction methods to stimulate residential development that protects the environment.	No Conflict. Energy-saving and sustainable design features would be incorporated into the Project as the proposed building would be subject to compliance with California Code of Regulations Title 24. Project design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. As it relates to energy conservation, the Project would include ENERGY STAR-rated appliances and install energy-efficient HVAC systems. All glass used in the building design would have minimal reflectivity to reduce glare to surrounding neighbors. As it relates to water conservation, the Project would incorporate efficient water management and



General Plan Policy	Project Analysis
	sustainable landscaping. Bicycle parking spaces would be provided on the Project site pursuant to GMC Section 18.18A.040(I)(4) (Development Standards) requirements. In addition, at least 10 percent of the total onsite parking spaces would be electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 EVSE.
DS Goal 7: Utilize extensive landscaping to beautify Gardena’s streets and sidewalks.	
Policy DS 7.1: Pursue unifying streetscape elements for major corridors, including landscaping, public signage, banners, streetlights, and street furniture to foster the City’s streetscape.	No Conflict. The Project proposes streetscape consistent with the City’s requirements for arterial roadways. Development of the Project would be in furtherance of the City’s goal of pursuing a unifying streetscape along Artesia Boulevard.
Policy DS 7.2: Provide landscaped medians on Rosecrans Avenue, Western Avenue and Redondo Beach Boulevard.	No Conflict. The Project does not share a boundary with Rosecrans Avenue, Western Avenue and Redondo Beach Boulevard.
Policy DS 7.4: Screen or underground unsightly equipment cabinets, infrastructure support structures and equipment.	No Conflict. The Project would screen unsightly equipment cabinets, infrastructure support structures and equipment with landscaping. The Project would also underground electric and communication lines.
Policy DS 7.5: Underground electric and communication lines.	
Policy DS 7.6: Require consistent landscaping character along streets that reinforces the unique qualities of each corridor and neighborhood.	No Conflict. The Project proposes streetscape consistent with the City’s requirements for Arterial roadways. Development of the Project would be in furtherance of the City’s goal of pursuing a unique streetscape along Artesia Boulevard.
Community Development Element: Circulation Plan	
CI Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses and integrates with the greater Los Angeles/South Bay transportation system.	
Policy CI 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.	No Conflict. The Project would provide 75 bicycle parking spaces and 507 auto parking spaces, which exceeds that required by the State Density Bonus Law. By providing bicycle parking spaces, the Project would discourage vehicle commuter trips. The Project further promotes use of multi-modal transportation networks through its close proximity to such networks. Existing public transit service in the Project area is provided by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on either side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection. The LA Metro Line 344 serves the Project site via bus stops on the intersections of (i) West Artesia Boulevard and South Western Avenue and (ii) West Artesia Boulevard and South Normandie Avenue. Torrance Transit Line 13 serves the Project site via two bus stops on Artesia Boulevard almost immediately north of the Project site. The Harbor Gateway Transit Center, which is a Los



General Plan Policy	Project Analysis
	Angeles County Metro Rail, is located at 731 West 182nd Street, approximately 0.9 mile southeast of the Project site.
CI Goal 3: Develop Complete Streets to promote alternative modes of transportation that are safe and efficient for commuters, and available to persons of all income levels and disabilities.	
Policy CI 3.1: Work with Gardena Municipal Bus Lines and MTA to increase the use of public transit, establish or modify routes, and improve connectivity to regional services.	No Conflict. Transit and pedestrian facilities exist within close proximity of the Project site. Existing public transit service in the Project area is provided by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on either side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection. The LA Metro Line 344 serves the Project site via bus stops on the intersections of (i) West Artesia Boulevard and South Western Avenue and (ii) West Artesia Boulevard and South Normandie Avenue. Torrance Transit Line 13 serves the Project site via two bus stops on Artesia Boulevard almost immediately north of the Project site. The Harbor Gateway Transit Center, which provides access to several local and express bus lines, is located at 731 West 182nd Street, approximately 0.9 mile southeast, providing more access to public transit opportunities within the greater region. To improve access to public transportation, the Project includes the reconstruction of sidewalks along West Artesia Boulevard, along the south side of Artesia Boulevard. The Project, with the incorporation of these sidewalk improvements, would improve connectivity to regional services and promote alternative modes of transportation for residents.
Policy CI 3.3: Maintain and expand sidewalk installation and repair programs, particularly in areas where sidewalks link residential neighborhoods to local schools, parks, and shopping areas.	No Conflict. The Project would include reconstruction of sidewalks, curbs, and gutters adjoining the Project site pursuant to the General Plan Circulation Element requirements for an Arterial Street.
Policy CI 3.4: Maintain a citywide bicycle route and maintenance plan that promotes efficient and safe bikeways integrated with the MTA's regional bicycle system.	No Conflict. The Project promotes bicycle usage through provision of bicycle access along street frontages and bicycle parking.
Housing Element	
Goal 3.0: Minimize the impact of governmental constraints on housing construction and cost.	
Policy 3.2: Encourage the utilization of innovative construction and design techniques to reduce housing costs.	No Conflict. The Project would utilize the State Density Bonus law. With incorporation of the 25 percent density bonus and waivers the Project would be able to provide 17 very low-income affordable DU. The Project offers an opportunity to create a vibrant, multi-family neighborhood. The Project facilitates more diverse multi-family housing options to serve the City's growing and evolving technology industry, and balances job growth with new high-quality housing opportunities. By permitting denser development than would
Policy 3.3: Encourage the use of special development zones and other mechanisms to allow more flexibility in housing developments.	



General Plan Policy	Project Analysis
	otherwise be permitted under existing zoning, the Project incentivizes construction of new multi-family housing with a variety of unit types thereby reducing costs.
Goal 4.0: Provide adequate residential sites through appropriate land use and zoning to accommodate the City's share of regional housing needs.	
Policy 4.4: Encourage development at maximum attainable densities and encourage use of density bonuses for inclusion of affordable units.	No Conflict. The Project would provide a mixture of DU affordability which would include 283 market rate units and 17 affordable units. By incorporating affordable housing units, the Project would further disperse affordable units within the City.
Policy 4.5: Ensure the production of affordable units throughout the community to avoid over concentration in specific neighborhoods.	
Policy 4.6: Facilitate the development of mixed income projects.	
Environmental Justice Element	
EJ Goal 1: Reduce greenhouse gas emissions, enhance air quality, and reduce impacts associated with climate change.	
Policy EJ 1.2: Attract new clean industry to the City which do not emit smoke, noise, offensive odors, or harmful industrial wastes.	No Conflict. The Project is not an industrial development. Further, the Project would not require use of equipment or processes that would emit smoke, odors, or harmful industrial wastes. Construction-related particulate emissions would be regulated through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy EJ 1.4: Promote innovative development and design techniques, new material and construction methods to stimulate residential development that protects the environment. (Same as Policy DS 2.15)	No Conflict. The Project would remove automotive repair uses that are near existing residential uses. In addition, the Project's residential units are designed around a central courtyard that would include outdoor recreational facilities that would be shielded from external sources of air pollution (such as traffic on Artesia Boulevard). This would help reduce inhalation of particulate matter by residents using outdoor facilities.
Policy EJ 1.5: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents. (Same as Policy CI 1.1)	No Conflict. The proposed development would include infill housing along a major mixed-use corridor at a density of about 88 DU/AC, which would contribute to urban densities that can reduce reliance on vehicle travel over time as more origins and destinations would be accessible by active transportation (e.g., bicycling, walking) and public transit.
Community Resources Element: Conservation Plan	
CN Goal 2: Conserve and protect groundwater supply and water resources.	
Policy CN 2.1: Encourage water conservation through education and water-conserving technology.	No Conflict. The Project would comply with the water conservation measures set forth by the California Department



General Plan Policy	Project Analysis
<p>Policy CN 2.2: Comply with the water conservation measures set forth by the California Department of Water Resources.</p>	<p>of Water Resources. Further, the Project would implement the following measures to conserve water:</p> <ul style="list-style-type: none"> • Installation of “smart” irrigation controller with rain-sensor. • The use of low precipitation / low angle irrigation spray heads. • The use of low water consuming plants. • Soil amendment to achieve good soil moisture retention. • Mulching to reduce evapotranspiration from the root zone. • Installation of automatic irrigation system to provide deep-root watering to trees
<p>CN Goal 3: Reduce the amount of solid waste produced in Gardena.</p>	
<p>Policy CN 3.1: Comply with the requirements set forth in the City’s Source Reduction and Recycling Element.</p>	<p>No Conflict. The Project would comply with all applicable local and state requirements for waste diversion during both construction and operations, including the City’s Source Reduction and Recycling Element.</p>
<p>CN Goal 4: Conserve energy resources through the use of technology and conservation methods.</p>	
<p>Policy CN 4.1: Encourage innovative building designs that conserve and minimize energy consumption.</p>	<p>No Conflict. As previously mentioned, the Project would be subject to compliance with California Code of Regulations Title 24. Project design features would include energy conservation, water conservation, and pedestrian- and bicycle-friendly site design. Additionally, the Project would include ENERGY STAR-rated appliances and install energy-efficient HVAC systems.</p>
<p>Policy CN 4.2: Require compliance with Title 24 regulations to conserve energy.</p>	
<p>Policy CN 4.3: Encourage the residential and business community to install energy saving features and appliances in existing structures.</p>	
<p>CN Goal 5: Protect the City’s cultural resources.</p>	
<p>Policy CN 5.3: Protect and preserve cultural resources of the Gabrielino Native American Tribes found or uncovered during construction.</p>	<p>No Conflict. The Project would incorporate measures to protect and preserve any cultural resources of the Gabrielino Native American Tribe, or any other Tribe, found or uncovered during construction. See Section 6.18: Tribal Cultural Resources.</p>
<p>Community Safety Element: Public Safety Plan</p>	
<p>PS Goal 1: A community that is highly prepared and equipped to handle emergency situations in order to minimize loss of life, injury, property damage, and disruption of vital services.</p>	
<p>Policy PS 1.7: Development Review. Ensure that law enforcement, crime prevention, and fire safety concerns are considered in the review of planning and development proposals in the City.</p>	<p>No Conflict. The City has considered law enforcement, crime prevention, and fire safety concerns in its Project review. The building and parking structure would be accessible only to residents. The Project would comply with all applicable Fire Code and fire safety regulations.</p>
<p>Policy PS 1.17: Multi-family Residential Property Management. Promote professional</p>	<p>No Conflict. The Project would include professional management.</p>



General Plan Policy	Project Analysis
management of multi-family residential buildings.	
PS Goal 2: A City that is adequately prepared for fire emergencies.	
Policy PS 2.2: Building and Fire Codes. Require that all buildings and facilities within Gardena comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards.	No Conflict. The Project would comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards.
Policy PS. 2.5: Water Supply. Coordinate with applicable water providers and LACOFD to ensure that water supply and pressure for new and existing development is adequate for structural fire suppression.	No Conflict. The City would require LACOFD to ensure that water supply and pressure for the proposed development is adequate for structural fire suppression.
Policy PS 2.7: New Development. Require adequate fire protection services, fire protection plans, and emergency vehicle access for new development. Locate, design, and construct new development to minimize the risk of structural loss from fires. Install visible home and street addressing and signage.	No Conflict. The Project would provide adequate fire protection services, fire protection plans, and emergency vehicle access for new development. Additionally, the project would be constructed to minimize the risk of structural loss from fires and would install visible home and street addressing and signage to allow for a quicker emergency response.
PS Goal 3: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.	
Policy PS 3.1: California Building Code. Require compliance with seismic safety standards in the California Building Code, as adopted and amended.	No Conflict. The Project would be required to be compliant with seismic safety standards in the CBC. As detailed in Section 6.7: Geology and Soils , the Project is subject to liquefaction, therefore the Project would be required to submit a final geotechnical study. Further, the Project would be required to comply with a final geotechnical report which would recommend site specific seismic safety measures.
Policy PS 3.2: Geotechnical Studies. Require geotechnical studies for all new development projects in the City, including those located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.	
PS Goal 5: A community that is protected from flood hazards.	
PS 5.4: California Building Code. Adhere to the latest building, site, and design codes in the California Building Code and FEMA flood control guidelines to avoid or minimize the risk of flooding hazards for new development in the City.	No Conflict. The Project would be required to adhere to the latest building, site, and design codes in the California Building Code and FEMA flood control guidelines
PS 5.5: Stormwater Runoff. Encourage new developments that add substantial amounts of impervious surfaces to integrate low impact development (LID) to reduce stormwater runoff.	No Conflict. The Project would be required to integrate LID measures.
PS Goal 6: A resilient, sustainable, and equitable community where risks to life, property, the economy, and the environment resulting from climate change, including extreme weather events, are minimized.	



General Plan Policy	Project Analysis
<p>Policy PS 6.10: Extreme Heat Vulnerabilities. Encourage new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties in accordance with the City’s amendments to the California Building Code set forth in Gardena Municipal Code Section 15.04.060.</p>	<p>No Conflict. The Project would implement the City’s amendments to the CBC as set forth in GMC Section 15.04.060. Overall, the Project would provide greater landscaped areas than the existing land use which would reduce urban heat island effects.</p>
<p>Community Safety Element: Noise Plan</p>	
<p>N Goal 1: Use noise control measures to reduce the impact from transportation noise sources.</p>	
<p>Policy N 1.1: Minimize noise conflicts between land uses and the circulation network, and mitigate sound levels where necessary or feasible to ensure the peace and quiet of the community.</p>	<p>No Conflict. The Project would reduce noise conflicts by replacing the existing auto repair and auto body facility with a residential development, thereby reducing the potential for nuisance for existing residences near the Project site. This would improve the compatibility of land uses along this corridor, as the adjacent uses are similar in nature and increasingly residential.</p>
<p>Policy N 1.8: Encourage walking, biking, carpooling, use of public transit and other alternative modes of transportation to minimize vehicular use and associated traffic noise.</p>	<p>No Conflict. The Project site is well served by three local bus lines that provide transit service within walking distance. The proximity of existing transit service to the Project site would allow for greater use of transit when compared to a project not located in close proximity to transit. In addition, the Project would include bicycle parking pursuant to GMC Section 18.18A.040(I)(4), which would encourage biking as a form of transportation.</p>
<p>N Goal 2: Incorporate noise considerations into land use planning decisions. (Same as Policy EJ 1.12)</p>	
<p>Policy N 2.1: Promote noise regulations that establish acceptable noise standards for various land uses throughout Gardena.</p>	<p>No Conflict. The Project site is considered “conditionally acceptable” by State land use compatibility guidelines given the ambient noise levels along Artesia Boulevard.</p>
<p>Policy N 2.2: Require noise/land use compatibility standards to guide future planning and development.</p>	<p>No Conflict. The Project site is considered “conditionally acceptable” by State land use compatibility guidelines given the ambient noise levels along Artesia Boulevard.</p>
<p>Policy N 2.4: Require mitigation of all significant noise impacts as a condition of project approval.</p>	<p>No Conflict. The Project’s potential for generating noise impacts on the surrounding environment both during construction and operation is addressed in Section 6.13: Noise.</p>
<p>Policy N 2.5: Require proposed projects to be reviewed for compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.</p>	<p>As concluded in Section 6.13: Noise, impacts associated with Project onsite construction activities would be significant and unavoidable despite the specified mitigation measures. In accordance with Policy 2.4, mitigation is required to minimize construction noise impacts. As to Policies 2.5 and 2.6, the Project would conduct interior noise level studies and achieve interior noise level standards as required by the Building Code.</p>
<p>Policy N 2.6: Require new residential developments located in proximity to existing commercial/ industrial operations to control residential interior noise levels as a condition of approval and minimize exposure of residents in the site design.</p>	<p>As to Policy 2.9, the Project would incorporate design features necessary to control residential interior noise levels and</p>



General Plan Policy	Project Analysis
Policy N 2.9: Encourage the creative use of site and building design techniques as a means to minimize noise impacts.	minimize exposure of residents to nearby mobile noise sources in accordance with the Building Code standards for interior noise levels.
Policy N 2.10: Promote replacement of significant noise sources with non-noise-generating land uses when plans for future use of areas are developed.	No Conflict. The Project would reduce a significant source of operational noise by replacing the existing auto repair and auto body facility with a residential development, thereby reducing the potential for nuisance for existing residences near the Project site.
N Goal 3: Develop measures to control non-transportation noise impacts.	
Policy N 3.2: Require compliance with noise regulations. Review and update Gardena’s policies and regulations affecting noise.	No Conflict. The Project would be required to comply with the City’s noise ordinance.
Policy N 3.3: Require compliance with construction hours to minimize the impacts of construction noise on adjacent land.	No Conflict. The Project’s construction activities would comply with the City’s requirements under GMC Section 8.36.080.
Source: City of Gardena. 2023. Gardena General Plan 2006, Updated 2023. https://www.cityofgardena.org/general-plan/ . Accessed December 2023.	

Cumulative Impacts

The proposed Project is consistent with the General Plan policies and all potential environmental impacts associated with land use would be less than significant. City growth would be subject to review for consistency with adopted land use plans and policies by the City, in accordance with the requirements of State CEQA Guidelines, State Zoning and Planning Law, and the State Subdivision Map Act, all of which require findings of plan and policy consistency prior to the approval of entitlements for development. Therefore, no significant cumulative impacts associated with plans and policies would occur.

Mitigation Measures

No mitigation measures are required.



6.12 Mineral Resources

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

IMPACT ANALYSIS

6.12a Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

6.12b Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area’s known or inferred mineral potential.⁴⁷ The Project site is located in Mineral Resource Zone-1 (MRZ-1). Areas designated MRZ-1 are noted to have adequate information that no significant⁴⁸ mineral deposits are present or it is judged that little likelihood exists for their presence.⁴⁹ The Project site is in an urban area and is currently used for commercial and industrial uses. No mineral extraction is occurring on the Project site. Further, the General Plan does not identify any locally-important mineral resource recovery sites within the City. Therefore, the Project would have no impact concerning mineral resources.

Cumulative Impacts

No impacts related to mineral resources would result from the Project. As a result, no cumulative impacts related to mineral resources would occur.

Mitigation Measures

No mitigation measures are required.

⁴⁷ California Department of Conservation. (2018). *California Statutes and Regulations for the California Geological Survey*. Sacramento, CA: California Geological Survey.

⁴⁸ Note that use of the term “significant” in this context is used in the MRZ definitions of zones to describe economic value of mineral resources and does not refer to a level of impact under CEQA.

⁴⁹ California Department of Conservation. (2015). *CGS Information Warehouse: Regulatory Maps. Special Report 143, Plate 4-1*. Retrieved from <http://maps.conservation.ca.gov/cgs/informationwarehouse/>.



6.13 Noise

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate 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) Generate of excessive ground borne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

The basis for the following information and analysis is the Noise Technical Report for the 1610 W. Artesia Boulevard Project, Gardena, California 90248 (CAJA Environmental Services and DKA Planning, January 2024) and the Vibration Technical Report for the 1610 W. Artesia Boulevard Project, Gardena, California 90248 (CAJA Environmental Services and DKA Planning, November 2023). These reports are included in this Initial Study as **Appendix 6.13-1: Noise Technical Report** and **Appendix 6.13-2: Vibration Technical Report** and are summarized below.

It is noted, Kimley-Horn conducted third-party reviews on behalf of the City of the Project’s Noise Technical Report and Vibration Technical Report, see **Appendix 6.13-1** and **Appendix 6.13-2**, respectively. The third-party reviews concluded the analyses meets the applicable provisions of CEQA and the State CEQA Guidelines.

Background

The General Plan establishes goals, policies, and programs to protect residents from excessive noise. Additionally, GMC Section 8.36.040 and Section 8.36.050 state the City’s exterior and interior noise standards in terms of Leq(15) and Lmax. GMC Section 8.36.080(G) addresses noise associated with construction, repair, remodeling, grading, or demolition.



IMPACT ANALYSIS

6.13a Would the project result in generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact With Mitigation Incorporated.

On-Site Construction Activities

Construction would generate noise during the approximately 27 months of demolition, site preparation, grading, utilities trenching, building construction, paving and application of architectural coatings, as shown in **Table 6-14: Construction Schedule Assumptions**. During all construction phases, noise-generating activities could occur at the Project site between 7:00 A.M. and 6:00 P.M., Monday through Friday, in accordance with GMC Section 8.36.080, Exemptions.

Table 6-14: Construction Schedule Assumptions

Phase	Construction Interval	Notes
Demolition	Months 1-2	Removal of approximately 1,600 tons of demolition debris in 10-cubic yard capacity trucks, hauled 40 miles to the Olinda Alpha Landfill.
Site Preparation	Month 3 (one week)	Grubbing and removal of trees, plants, landscaping, and weeds.
Grading	Months 3-5	Approximately 60,000 cubic yards of soil hauled 40 miles to Olinda Alpha Landfill in 10-cubic yard capacity trucks.
Trenching	Months 6-11	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 6-27	Footings and foundation work (e.g., pouring concrete pads, drilling for piers), framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Paving	Months 24-27	Flatwork, including paving of driveways and walkways.
Architectural Coatings	Months 22-27	Application of interior and exterior coatings and sealants.

Source: DKA Planning, 2023.

Individual pieces of construction equipment that would be used for construction produce maximum noise levels of 74 dBA to 89 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 6-15: Typical Construction Noise Levels**. The construction equipment noise levels at 50 feet distance (Referred to as Maximum Noise Levels) are based on the FHWA Roadway Construction Noise Model User’s Guide, which is a technical report containing actual measured noise data for construction equipment. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed). However, equipment used on construction sites often operates under less than full power conditions, or part power. To more accurately characterize construction-period noise levels, the average (Hourly Leq) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment operating simultaneously.



Table 6-15 provides the estimated construction noise levels for various construction phases at the off-site noise sensitive receptors. To present a conservative impact analysis, the estimated noise levels were calculated with all pieces of construction equipment for each construction phase assumed to operate simultaneously. These assumptions represent a conservative noise scenario because construction activities would typically be spread out throughout the Project Site, and, thus, some equipment would be farther away from the affected receptors.

Table 6-15: Typical Construction Noise Levels

Type of Equipment	Acoustical Usage Factor (Percent)	Reference Noise Level at 50 Feet (dBA L _{max})
Backhoe	40	78
Concrete Mixer Truck	40	79
Crane	16	81
Dozer	40	82
Forklift	20	75
Gradall	40	83
Dump/Haul Truck	40	76
Excavator	40	81
Jackhammer	20	89
Man Lift	20	75
Grader	40	85
Rubber Tired Loader	40	79
Delivery Truck	40	74
Welders	40	74
Pneumatic Tool	50	85

Source: Equipment inventory from CalEEMod model runs; reference noise levels from Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual; September 2018;
* Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol; September 2013.

Table 6-16: Construction Noise Impacts at Off-Site Sensitive Receptors (Without Mitigation)

Receptor	Estimated Noise Levels dBA (Leq)						Measured Ambient Noise Levels dBA (Leq)	Significance Threshold
	Demo	Site Prep	Grading	Trenching	Building Construction	Paving/Coatings		
1. Residences – Begonia Way	73.3	73.1	70.3	67.5	69.7	69.1	65.7	75.7
2. Residences – Artesia Bl. (north side)	73.1	71.7	71.5	69.8	71.3	67.4	65.7	75.7
3. Residences – 17332 Artesia Bl.	73.3	71.7	71.9	71.5	73.0	68.9	68.0	78.0
4. Residences – 1602-1604 Artesia Sq.	75.9	75.1	73.5	71.5	73.5	69.2	68.0	78.0
5. Residences – 1608 Artesia Sq.	81.6	76.6	73.9	71.5	74.0	69.2	68.0	78.0
6. Mobile Home Park– 17700 Western Ave.	70.5	66.0	69.3	68.1	69.0	67.1	66.6	76.6



Source: DKA Planning, 2023.

As illustrated in **Table 6-16**, the estimated construction noise levels would exceed the City’s exterior noise standard at the residences at 1608 Artesia Square, which would exceed the 10 dBA significance threshold. To reduce the Project’s construction-related noise levels, implementation of MM NOI-1 would be required, which requires proper maintenance of construction equipment and installation of noise muffling devices. The Federal Highway Administration (FHWA) indicates that muffler systems can reduce noise levels by 10 dBA or more.⁵⁰ With MM NOI-1 incorporated, construction noise levels would not exceed the City’s exterior noise standard at the residences at 1608 Artesia Square and impacts would be less than significant. As a result, all analyzed sensitive receptors would experience less than a 10 dBA Leq increase in ambient noise levels. As such, construction noise impacts would be less than significant with mitigation.

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate noise equivalent to an estimated 596 peak hourly PCE vehicle trips, as summarized in **Table 6-17: Construction Vehicle Trips (Maximum Hourly)**, during the grading phase.⁵¹ This would represent noise equivalent to approximately 20.9 percent of traffic volumes on Artesia Boulevard, which carries about 2,854 vehicles at Western Avenue in the morning peak hour of traffic.⁵² Because workers and vendors will likely use more than one route to travel to and from the Project site, this conservative assessment of traffic volumes overstates the likely traffic volumes from construction activities at this intersection.

West Artesia Boulevard would serve as part of the haul route for any soil exported from the Project site given its direct access to the Harbor Freeway. Because the Project’s construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Artesia Boulevard, the Project’s construction-related traffic would not increase existing noise levels by 3 dBA or more, which is less than the 10 dBA threshold of significance for off-site construction noise activities. Therefore, the Project’s noise impacts concerning construction-related traffic would be less than significant.

Table 6-17: Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Artesia Blvd. ^e
Demolition	15	0	41 ^b	56	2.0
Site Preparation	18	0	0	18	0.6
Grading	15	0	582 ^c	596	20.9
Trenching	3	0	0	3	0.1
Building Construction	307	185 ^d	0	496	17.2

⁵⁰ Federal Highway Administration, Special Report – Measurement, Prediction, and Mitigation, Chapter 4 Mitigation, 2017.

⁵¹ This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project site.

⁵² Linscott Law & Greenspan, Memorandum: TPG 1610 Artesia Project – Vehicle Miles Traveled Assessment; July 21, 2023.



Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Artesia Blvd. ^e
Paving	20	0	0	20	0.7
Architectural Coating	61	0	0	61	2.2
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The Project would generate 643 haul trips over a 43-day period with seven-hour workdays. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert noise from haul truck trips to a passenger car equivalent. ^c The Project would generate noise equivalent to approximately 13,000 haul trips over a 61-day period with seven-hour workdays. Assumes a 19.1 PCE. ^d This phase would generate noise equivalent to approximately 67.7 vendor truck trips daily over a seven-hour workday. Assumes a blend of vehicle types and a 9.55 PCE. ^e Percent of existing traffic volumes on Artesia Boulevard at Western Avenue.					
Source: DKA Planning, 2023					

Operation

On-Site Operational Noise

During long-term operation, the Project would produce noise from on-site sources such as mechanical equipment or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate heating, ventilation, and air conditioning (HVAC) mechanical equipment on the roof five stories above grade that would generate incremental long-term noise impacts. For example, the Project could use heat pumps in the multi-family residences (e.g., Carrier 25HBC5) that centralize heating and cooling functions, with each unit distributed across the roof as needed to serve each residence.⁵³ Heat pumps would generate noise during both heating and cooling sessions while air conditioners operate during cooling cycles. Equipment would include a number of sound sources, including compressors, condenser fans, supply fans, return fans, and exhaust fans. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation.⁵⁴

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible as there would be no line-of-sight from these rooftop units to the sensitive receptors. Because the residences adjacent to the Project site are three stories in height, there would be no sound path from the HVAC equipment to residences that would be up to 20 feet lower than the roof of the Project. In addition, the ambient noise levels at the closest receptors to the east across Artesia Square (i.e., 66 dBA CNEL) would all but ensure attenuation of any audible noise from rooftop sources. With all these factors, the sound pressure for receptors no closer than 20 feet would negligibly elevate ambient noise levels, far less than the 10 dBA CNEL threshold of significance for operational impacts.

⁵³ Given the Project site's location in Climate Zone 9, Title 24 would also allow a more conventional gas heating system that uses an internal furnace paired with an external air conditioner that would be ground-mounted.

⁵⁴ Clean British Columbia. Heat Pumps and Noise. <https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf>.



Pad-mounted oil transformers that power high voltage to standard household voltage used to power electronics, appliances, and lighting would be located on the ground level in an unobstructed location. These transformers are housed in a steel cabinet and generally do not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This can include mechanical, electrical, and plumbing rooms, a utility fan room, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. Two vaults that house pool and spa equipment and pumps would be located inside the enclosed parking garage, thereby shielding off-site sensitive receptors including residences to the east across Artesia Square from any noise impacts.

As all of these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors, and this impact would be less than significant.

Auto-Related Activities

The majority of vehicle-related noise impacts at the Project site would come from vehicles entering and exiting the residential development from a surface-level driveway on Artesia Boulevard. During the peak P.M. hour, up to 40 net vehicles would generate noise in and out of the garage, with up to 67 net vehicles using the garage in the peak A.M. hour. These vehicles would use two garage entrances and exits along the west side of the development, completely shielded by the development from residences to the east along Artesia Square.

Residences across Artesia Boulevard would have a direct line-of-sight to the driveway, approximately 170 feet away. As shown in **Table 6-18: Parking Garage-Related Impacts at Off-Site Sensitive Receptors**, the average vehicle use of the garage during daytime hours (average of 32 vehicles per hour between 8:00 A.M. and 7:00 P.M.) and nighttime hours (an average of 13 vehicles hourly from 7:00 P.M. to 8:00 A.M.) would elevate ambient noise levels by less than 0.1 dBA CNEL, well below the 5 dBA threshold of significance for operational sources of noise.

Table 6-18: Parking Garage-Related Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	New Ambient Noise Level (dBA CNEL)	Increase (dBA CNEL)	Significant?
Residences – Artesia Bl. (north side)	31.5	63.7	63.7	<0.1	No
Source: FTA Noise Impact Assessment Spreadsheet.					

Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line-of-sight from the garage. Parking garage noise would include tire friction as vehicles navigate to and from parking spaces, doors slamming, car alarms, and minor engine acceleration. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. These activities would occur in the enclosed ground-level or subterranean garage levels. These activities currently occur in the surface-level parking spaces, including those along the eastern portion of the Project site flanking the Artesia Square residences to the east. Moreover, noise from the existing auto repair (e.g., hydraulic equipment, power tools) and auto body work (e.g., hammering) inside open work bays, especially the nine service bays along the eastern property line, would



be eliminated, substantially reducing daytime noise levels. As such, the Project's parking garage activities would not have a significant impact on the surrounding noise environment and would reduce noise from current parking-related and auto repair and auto body activities, and this impact would be less than significant.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, recreation, trash collection, and landscape maintenance, each of which are discussed below:

- Human conversation. While noise associated with everyday residential activities would largely occur internally within the development, there could be activities such as human conversation, socializing, and passive recreation in outdoor spaces, which could include:
 - Second floor interior courtyard. This would be a shared use space on the podium level for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. This area would be fully surrounded on all four sides by the six-story development, thereby shielding off-site sensitive receptors including residences to the east across Artesia Square from any noise impacts.
 - Private balconies on all floors. These would be private spaces for residents to be used for socializing or passive recreation (e.g., reading), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.
 - Roof deck on the northwest corner of the sixth floor facing Artesia Boulevard. This 580 square-foot area would be a shared use space for socializing or passive recreation, with intermittent use largely during day or evening hours. The deck would be shielded from the closest sensitive receptors to the east across Artesia Square and would be over 200 feet away from the nearest residences with a line-of-sight across Artesia Boulevard. Based on the California Building Code's minimum occupancy of 15 square feet per occupant for less-concentrated assembly areas, approximately 39 people could occupy the roof deck. If one-half of these occupants are speaking at any given time, 20 occupants would collectively generate a sound pressure of about 37.3 dBA L_{eq} at the nearest sensitive receptors with a line-of-sight, 200 feet north of the roof deck across Artesia Boulevard, assuming the sound of one voice speaking generates a sound pressure of 60 dBA at one meter. Given the 68.0 dBA L_{eq} noise levels along Artesia Boulevard, noise from the roof deck would elevate ambient noise levels less than 0.1 dBA L_{eq} at the receptors across Artesia Boulevard. Noise impacts at the sensitive receptors on Artesia Square about 300 feet to the east of the roof deck would be even lower, especially given the presence of the development's sixth floor, which would shield noise from the recessed roof deck. No powered speakers are proposed that would amplify either speech or music.

The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55



dB.⁵⁵ For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq} . Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet. Further, the infrequent nature of outdoor use of these spaces and any acoustic noise (e.g., speech) makes it impossible to elevate 24-hour noise levels individually or collectively by 5 dBA CNEL or more at any nearby noise-sensitive receptors. This impact would therefore be less than significant.

- Recreation. Two open air swimming pools would be located in the central courtyard, surrounded by the central courtyard. Assuming a density of ten square meters (108 square feet) per person in the swimming pools, approximately 24 people would use the pools at one time.⁵⁶ Noise from open-air swimming pools can vary based on a variety of factors, but can average about 75 dB per person, producing a sound power of about 83.3 dBA.⁵⁷ Noise at off-site sensitive receptors would be negligible, however, as the pool is fully surrounded on all four sides by the six-story development, thereby shielding off-site sensitive receptors from any noise. This includes the nearest receptors, the Artesia Square residences over 130 feet from the pools to the east across Artesia Square, from any noise impacts. The substantial distance to any sensitive receptors and the presence of over 40 feet of development on the Project site shielding any line-of-sight to those receptors would substantially attenuate any noise exposure at off-site receptors. As shown in **Table 6-19: Swimming Pool Noise Impacts at Off-Site Sensitive Receptors**, 24-hour noise levels would be negligibly elevated by less than 0.1 dBA CNEL at all analyzed sensitive receptors. Therefore, this impact would be less than significant.

Table 6-19: Swimming Pool Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Swimming Pool Noise Level (dBA CNEL)	Existing Ambient Noise Level (dBA CNEL)	Ambient + Project Swimming Pool Noise Level (dBA CNEL)	Increase (dBA CNEL)	Potentially Significant?
1. Residences – Begonia Way	23.4	63.7	63.7	0.0	No
2. Residences – Artesia Bl. (north side)	25.0	63.7	63.7	0.0	No
3. Residences – 17332 Artesia Bl.	25.2	66.0	66.0	0.0	No
4. Residences – 1602-1604 Artesia Sq.	27.8	66.0	66.0	0.0	No
5. Residences – 1608 Artesia Sq.	29.3	66.0	66.0	0.0	No
6. Mobile Home Park – 17700 Western Ave.	21.4	64.6	64.6	0.0	No

Source: DKA Planning, 2023.

⁵⁵ Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

⁵⁶ VDI Association of German Engineers; VDI 37700--Emission Characteristics of Sound Sources-Sport and Leisure Facilities; September 2012. Reference noise level from open-air adult swimming pool, assumes density of ten square meters per person.

⁵⁷ Ibid.



- Trash collection. On-site trash and recyclable materials from the residential uses would be managed from three waste collection areas on the first floor of the parking garage. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Trash trucks could access solid waste dumpsters from the fire access road around the perimeter of the development, where solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.⁵⁸ These noise impacts would be comparable to that generated from current trash collection activities for the existing auto-related uses and likely lower, as collection activities would largely be within the parking garage. As such, there would be no substantial noise from trash collection for the Project, and this impact would be less than significant.
- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.⁵⁹ The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels. These noise levels would be comparable to that generated from current landscape maintenance activities for the existing uses. As such, this impact would be less than significant.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project site. As a result, the Project's on-site operational noise impacts would be considered less than significant,

Offsite Operational Noise

The majority of the Project's operational noise impacts would be offsite from vehicles traveling to and from the Project site. The Project could add up to 545 net vehicle trips to the local roadway network on a peak weekday at the start of operations in 2026. During the peak P.M. hour, up to 40 net vehicle trips would be added to Artesia Boulevard and the local street network, with about 67 net vehicle trips in the peak A.M. hour.⁶⁰ This would represent approximately 2.1 percent of the 2,854 vehicles currently using Artesia Boulevard at Western Avenue in the A.M. peak hour.⁶¹

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq} , the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally

⁵⁸ RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

⁵⁹ Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. This equipment generated a range of 74.0-88.5 dBA L_{eq} at 50 feet.

⁶⁰ Linscott Law & Greenspan, Memorandum: TPG 1610 Artesia Project – Vehicle Miles Traveled Assessment; July 21, 2023.

⁶¹ Ibid.



unacceptable” or “clearly unacceptable” noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

Consistency with City General Plan Noise Element

While the City’s Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 6-13: General Plan Policy Consistency in Section 6.11: Land Use and Planning** summarizes the Project’s consistency with the policies that are applicable to the Project.

6.13b Would the project generate excessive groundborne vibration or groundborne noise levels? Less Than Significant Impact.

On-Site Construction Vibration

Construction equipment can produce groundborne vibration depending on equipment and construction methods employed. While vibration spreads through the ground and diminishes in strength with distance, buildings on nearby soil can be affected. This ranges from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibration at moderate levels, and slight damage at the highest levels. **Table 6-20: Vibration Source Levels for Construction Equipment** summarizes vibratory levels for common construction equipment.

Table 6-20: Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV at 25 feet (in/sec)
Pile Driver (impact)	0.644
Pile Drive (sonic)	0.170
Clam shovel drop (slurry wall)	0.202
Hydromill (slurry wall)	0.008
Vibratory Roller	0.210
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Truck	0.076
Jackhammer	0.035
Small Bulldozer	0.003

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

Groundborne vibration would be generated by a number of construction activities at the Project site. As a result of equipment that could include on-site bulldozer operations or the vibrational equivalent, vibration velocities of up to 0.111 inches per second PPV are projected to occur. These impacts are below the 0.2 in/sec PPV threshold of significance for Category III structures. Other potential construction activities would produce less vibration and have lesser potential impacts on nearby sensitive receptors. As a result, construction-related structural vibration impacts would be considered less than significant.



Table 6-21: Building Damage Vibration Levels – On-Site Sources

Off-Site Receptor Location	Distance to Project site (feet)	Vibration Velocity Levels at Off-Site Sensitive Receptors from Construction Equipment (in/sec PPV)					Significance Criterion (PPV)	Potentially Significant Impact?
		Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small Bulldozer		
FTA Reference Vibration Level (25 Feet)	N/A	0.089	0.089	0.076	0.035	0.003	--	--
Residences – 1580-1608 Artesia Square	20	0.111	0.111	0.095	0.044	0.004	0.20 ^a	No
Warehouse, 1650 Artesia Blvd.	50	0.045	0.045	0.038	0.018	0.002	0.20 ^a	No
Residence – 17338 Denker Ave.	125	0.018	0.018	0.015	0.007	0.001	0.20 ^a	No

^a FTA criterion for Category III (non-engineered timber and masonry buildings). Source: DKA Planning, 2023.

Construction of the Project would protect adjacent properties during the excavation process by complying with California Civil Code Section 832.

Off-Site Construction Vibration

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. With respect to building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck. According to the FTA “[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads.” Nonetheless, there are buildings along the Project’s anticipated haul route(s) that could be exposed to groundborne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project’s potential to damage roadside buildings and structures as the result of groundborne vibration generated by its truck trips would therefore be considered less than significant.

Operation

During operation of the proposed residential uses, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Project operations would include typical commercial-grade stationary mechanical and electrical equipment, such as air handling units, condenser units, and exhaust fans. This equipment would be located on the roof or inside the development structure itself, which would help attenuate any impacts on groundborne vibration, thereby producing a negligible amount of vibration. Operational groundborne vibration in the Project site’s vicinity would be generated by vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans. As a result, the Project’s long-term vibration impacts would be less than significant.



6.13c Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project site is not located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public airport or public use airport. The airport located nearest the Project site is Compton/Woodley Airport (“Airport”), approximately 3.2 miles to the northeast. Therefore, the Project would not expose people residing or working in the Project area to excessive airstrip- or airport-related noise levels. No impact would occur in this regard. Refer also to Response 6.9e.

Cumulative Impacts

There were 22 potential related projects identified by the City of Gardena near the Project site (**Table 6-5: Related Projects Within City of Gardena**). However, only two of these (Projects 11, 14) are within 1,000 feet of the Project site. Noise from construction of development projects is localized and can generally affect noise-sensitive uses within 500 feet. Therefore, this analysis considers related projects within 1,000 feet of the Project site, to account for a potential sensitive receptor that is located 500 feet from the Project site and 500 feet from a related project. In addition, there were two related projects identified in the City of Torrance (**Table 6-6: Related Projects Within City of Torrance**) that are pending entitlements and are near the Project site. However, both locations are more than 1,000 feet away from the Project site and would not contribute to cumulative noise impacts at sensitive receptors near the Project site.

On-Site Construction Activities

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with local restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the City’s noise ordinance.

As discussed previously, noise from construction of development projects is localized and can generally affect noise-sensitive uses within 500 feet. As noted in **Table 6-6**, one of the two related projects within 1,000 feet of the Project site has completed construction (Project 14 at 1515 West 178th Street). As a result, one project is assumed to potentially undergo concurrent construction with the Project (Project 11 at 1450 West Artesia Boulevard). This location is approximately 970 feet to the east of the Project site, where any construction at that location could elevate noise levels near that related project. As for any overlapping construction activities with the proposed Project, any sensitive receptors near the Project site would be 800-970 feet away from Related Project 11 and vice-versa. As discussed above, noise from construction would generally affect sensitive uses within 500 feet of construction activity. Therefore, since the sensitive receptors would be 800-970 feet away from Related Project 11, the residences and sensitive receptors between these two potential construction sites would not be substantially impacted by both concurrently. This distance and the intervening buildings between would substantially attenuate any cumulative construction noise impacts at residences potentially located within 500 feet of both the Project and Related Project 11. As such, cumulative noise impacts for any sensitive receptors between the Project and Related Project 11 is not expected, and this impact would be less than significant.



Off-Site Construction Activities

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project would contribute noise equivalent to approximately 596 peak hourly PCE vehicle trips during the grading phase.⁶² This would represent approximately 20.9 percent of traffic volumes on Artesia Boulevard, which carries about 2,854 vehicles at Western Avenue in the morning peak hour of traffic.⁶³ Any related projects would have to add noise equivalent to 2,258 peak hour vehicle trips to double volumes on this major arterial.

The only related project within 1,000 feet of the Project site (Project 11 at 1450 West Artesia Boulevard) involves 268,000 square feet of warehouse/self-storage uses that could generate construction vehicle activity comparable to the Project. However, it does not have the scale to add noise equivalent to 2,258 peak hour PCE trips to Artesia Boulevard. As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for impacts. As such, cumulative noise impacts from off-site construction activities would be less than significant.

Operation

The Artesia Boulevard corridor, including the Project site, has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related project in the vicinity of the Project site (Project 11 at 1450 West Artesia Boulevard) is a warehouse/self-storage facility that would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from the related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Artesia Boulevard and the neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

⁶² This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same hour, using the same route as haul trucks that travel to and from the Project Site.

⁶³ Appendix 6.17-3.



During the peak P.M. hour, the Project would add up to 40 net vehicles on Artesia Boulevard and local roadways with up to 67 net vehicles in the peak A.M. hour.⁶⁴ Related projects would have to generate 2,796 additional vehicle trips onto Artesia Boulevard in the peak A.M. hour to elevate noise by 3 dBA. Instead, the one related project to the east (Project 11 at 1450 West Artesia Boulevard) is a warehouse facility that could not generate such vehicle traffic. As this would not increase traffic volumes by 100 percent, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA, let alone by the 5 dBA threshold of significance. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and cumulative impacts would be less than significant.

Mitigation Measures

MM NOI-1 **Best Construction Methods.** Prior to issuance of any Demolition or Grading Permit, the City of Gardena Public Works Department shall verify that the Project plans and specifications include provisions that require best practice construction methods to be used during Project construction to ensure that ambient noise levels at analyzed sensitive receptors are not elevated by more than 10 dBA Leq over the measured ambient noise levels at 1608 Artesia Square during any construction phase. Such methods may include, but are not limited to:

- Placing advanced exhaust mufflers on internal combustion engines for all noise-generating construction equipment, and properly maintaining equipment to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- Enclosing stationary noise-producing machinery when operating.

⁶⁴ Ibid.



6.14 Population and Housing

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

IMPACT ANALYSIS

6.14a Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project proposes to remove all existing onsite structures and, in their place, construct 300 DU (283 market rate units and 17 affordable units); see **Exhibit 2.4A: Conceptual Site Plan – Basement Level** through **Exhibit 2.4G: Conceptual Site Plan – Level 6. Table 2-3: Residential Unit Summary** summarizes the apartment building’s proposed floor areas and various proposed apartment product types (i.e., studio, one-bedroom, and two-bedroom). The Project proposes 300 DU and, thus, would induce population growth in the City directly through housing development. However, as concluded below, the Project’s forecast population growth is not considered substantial. Additionally, the Project does not propose to extend roads or other infrastructure, thus, would not induce population growth in the City indirectly.

Existing Plus Project Conditions

As previously noted, the Project is a residential development, thus, would induce population growth in the City directly through new housing. **Table 6-22: Existing Plus Project Growth Forecast**, compares the Project’s estimated population growth to existing 2023 population. As indicated in **Table 6-22**, the Project is forecast to increase the City’s existing 2023 housing stock to 22,923 DU, representing an approximately 1.3 percent increase in housing. As also indicated in **Table 6-22**, the Project’s forecast population growth of 810 persons is estimated to increase the City’s existing 2023 population to 60,619 persons, representing an approximately 1.4 percent increase in population.



Table 6-22: Existing Plus Project Growth Forecast

Description	Housing (Dwelling Unit)	Population (Persons)
City's 2023 Existing Conditions ¹	22,623	59,809
Proposed Project	300	810 ²
Existing + Project	22,923	60,619
Percent Change from Existing	1.3%	1.4%
1. State of California, Department of Finance. (2023). <i>2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State.</i> 2. Based on 300 DU, 100 percent occupancy, and 2.70 persons per household (State of California, Department of Finance. (2023) 2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State).		

General Plan Plus Project Conditions

The City adopted the comprehensive General Plan in 2006. Subsequently, the various General Plan elements were updated, as summarize below:

- Community Development Element:
 - Land Use Plan: Updated June 2012, March 2013, March-April 2021, and February 15, 2023; and
 - Circulation Plan: Updated July 2020.
- Housing Element: 2021-2029/6th Cycle adopted in January 2022, and readopted a revised Housing Element that was approved by SCAG in February 2023.
- Public Safety Plan: Updated and adopted February 2022.
- Environmental Justice Element (new): Adopted February 2022.

Table 6-23: General Plan Buildout Plus Project Growth Forecasts, compares the Project's estimated population growth to the forecast General Plan population at buildout.

Table 6-23: General Plan Buildout Plus Project Growth Forecasts

Description	Housing (Dwelling Units)	Population (Persons)
City's 2023 Existing Conditions ¹	21,781	59,809
Forecast General Plan Buildout ^{2,3}	25,401	72,926
Proposed Project (70 DU/AC)	+240	+648 ³
Proposed Project (25% Density Bonus)	+60	+162 ³



General Plan Plus Project	25,461	73,088
General Plan Plus Project % Change	0.2%	0.2%
<ol style="list-style-type: none"> ¹ State of California, Department of Finance. (2023). <i>2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i>. ² City of Gardena. (2023). <i>City of Gardena General Plan Land Use Plan, 2023 Update Table LU-3: Residential Capacity (Updated January 2023)</i>. Gardena, CA. ³ As part of the Land Use Plan’s 2023 update, residential and non-residential development capacities were updated. The Land Use Plan’s updated residential development capacity, which accounts for the Project site’s Very High Density Residential land use designation at 70 DU/AC, and includes the overlay designations, was estimated to total 25,401 dwelling units. Assuming 2.9 persons per household, the General Plan 2023 update estimated a population of 72,926 persons at buildout. ⁴ Based on 300 DU, 100 percent occupancy, and 2.70 persons per household (State of California, Department of Finance. (2023) 2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State). 		

As discussed in **Section 2.3: Project Characteristics**, the Project proposes 240 DU at a base density of 70 DU/AC, and 60 additional DU as a 25 percent density bonus, which is provided for by State law because the Project provides affordable housing. As indicated in **Table 6-23**, the population growth of 648 persons associated with the 240 DU is accounted for within the General Plan 2023 update buildout population estimate. However, the population growth of 162 persons associated with the additional 60 DU allowed would increase the General Plan 2023 update forecast population at buildout by approximately 0.2 percent. Therefore, the Project would induce unplanned population growth in the City directly through new housing based on General Plan 2023 update buildout. However, the Project’s forecast net population growth of 162 persons is not considered substantial based on the following factors:

- It would constitute a nominal 0.2 percent increase over the forecast population at buildout;
- The General Plan 6th Cycle Housing Element includes a housing needs assessment in which it outlines local and regional conditions that are limiting housing production. These conditions include:
 - New housing is needed as regional employment and population growth generate a demand for new housing throughout Southern California.
 - New housing is needed as Gardena’s current population increases and ages.
 - New construction housing is needed as most of Gardena’s existing multi-family residential uses (i.e., apartment units) are older housing stock that do not provide the types of amenities that renters are currently seeking.
 - New housing is needed when vacancy rates are low to ensure reasonable levels of choice and mobility in the marketplace.

The City’s total RHNA allocation is 5,735 DU, of which 2,246 DU are designated for low/very low income. Additionally, the Project includes 17 affordable housing units, which would be in furtherance of the City meeting their 6th Cycle RHNA allocation of 2,246 low/very low income units.

Additionally, the Project would be in furtherance of various General Plan goals. It is the City’s goal (General Plan Land Use Goal 1) to “preserve and protect existing single-family and low/medium density residential neighborhoods while promoting the development of additional high-quality housing types in the City.”



The Project would further this goal by converting a commercial and industrial site into a residential one, which would contribute additional housing types in the City. Additionally, the Project would be in furtherance of meeting various General Plan Housing Element Policies. General Plan Housing Element Goal 3, which aims to, “minimize the impact of governmental constraints on housing construction and cost” by encouraging the use of special development zones and other mechanism to allow more flexibility in housing developments.” General Plan Housing Element Goal 4 states “provide adequate residential sites through appropriate land use and zoning to accommodate the City’s share of regional housing needs” by implementing land use policies which allow for a range of residential densities, encouraging development within the new Housing Overlay, especially production of affordable housing, and to facilitate development of mixed income projects. Additionally, General Plan Housing Element Goal 5 states, “promote equal opportunity for all residents to reside in the housing of their choice” by providing “a range of housing options, locational choices, and price points to accommodate the diverse needs in Gardena and to allow for housing mobility.” See **Table 6-13: General Plan Policy Consistency**, which provides a consistency analysis of the Project to the applicable General Plan policies.

Therefore, although the Project would induce unplanned population growth in the City based on the General Plan 2023 update forecasts, the Project’s population growth is not considered substantial given the factors discussed above. A less than significant impact would occur in this regard, and no mitigation is required.

SCAG RTP/SCS Plus Project Conditions

SCAG’s RTP/SCS forecasts the City’s population will reach 65,700 in 2045, which is an increase of approximately 5,891 persons compared to the existing 2023 population of 59,809 as shown in **Table 6-22**, or approximately 9.0 percent between 2023 and 2045. Similarly, SCAG’s RTP/SCS forecasts the City’s households will increase by approximately 1,919 households or approximately 8.1 percent between 2023 and 2045. SCAG’s RTP/SCS assumes 23,700 households in the City by 2045, with a population of 65,700 persons. **Table 6-24: SCAG RTP/SCS 2045 Plus Project Growth Forecast** evaluates the Project’s contribution to 2045 growth forecasts.



Table 6-24: SCAG RTP/SCS 2045 Plus Project Growth Forecast

Description	Households/Housing (Dwelling Units)	Population (Persons)
RTP/SCS + PROJECT		
2045 Forecast RTP/SCS ^{1,2}	23,700	65,700
Proposed Project	+300	+810 ³
2045 Forecast RTP/SCS Plus Project	24,000	66,510
2045 Forecast RTP/SCS Plus Project % Change	1.3%	1.2%
EXISTING + PROJECT		
Existing + Project	22,923	60,619
2045 Forecast RTP/SCS	23,700	65,700
Exceeds 2045 Forecast RTP/SCS?	No (-777, -3.3%)	No (-5,081, -7.7%)
Notes:		
<ol style="list-style-type: none"> 1. Southern California Association of Governments. (2021). SCAG 6th Cycle Final RHNA Allocation. Retrieved from: https://scag.ca.gov/sites/main/files/file-attachments/6th_cycle_final_rhna_allocation_plan_070121.pdf?1646938785, accessed December 2023. 2. This does not reflect the Land Use Plan’s updated residential development capacity, which accounts for the Project site’s Very High Density Residential land use designation at 70 DU/AC, and includes the overlay designations, and was estimated to total 25,401 DU and a population of 72,926 persons at buildout. 3. Based on 300 DU, 100 percent occupancy, and 2.70 persons per household (State of California, Department of Finance. (2023). <i>2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State.</i>). 		

As indicated in **Table 6-24**, the Project’s proposed residential development would increase the RTP/SCS’s forecast 2045 households by approximately 1.3 percent (300 DU) and population by approximately 1.2 percent (810 persons). Therefore, the Project would cause the 2045 RTP/SCS household and population growth forecasts to be exceeded, thus would induce unplanned population growth directly through new housing. However, the Project’s forecast net population growth of 810 persons is not considered substantial concerning the 2020-2045 RTP/SCS based on the following factors:

- The Project’s forecast net population growth of 810 persons would constitute a nominal 1.2 percent increase over the forecast population in 2045; and
- The recently adopted 6th Cycle Housing Element for 2021-2029 and land use designations rezoned the Project site to a very high density residential zone, therefore the Project site was envisioned to be redeveloped from Industrial to Residential land uses with adoption of the 6th Cycle Housing Element; and
- The 2020-2024 RTP/SCS growth forecast was determined based on the General Plan land use designations and their potential for residential development within the City before adoption of the 6th Cycle Housing Element and the corresponding land use designation changes. Therefore, the 2020-2045 RTP/SCS does not reflect the current General Plan 2023 update (i.e., 6th Cycle Housing Element) and the RHNA allocation assigned by SCAG that the City was required to zone for; and
- As shown in **Table 6-24**, the Project’s estimated housing and population growth, which would increase the City’s existing 2023 housing stock and population to 22,923 DU and 60,619 persons, respectively, would not cause the 2045 RTP/SCS population and housing growth forecasts to be exceeded.



- The Project would help the City meet its RHNA Allocation, including its low-income units.
- Communities with more than 1.5 jobs per DU are considered “jobs rich” and those with fewer than 1.5 jobs per DU are considered “housing rich.” As shown in **Table 6-25: Jobs to Housing Ratio**, the City’s existing jobs-to-housing ratio of 1.30 indicates the City is currently housing rich.

Table 6-25: Jobs to Housing Ratio

Jurisdiction	2022	2045 ¹
<i>County of Los Angeles</i>		
Jobs	4,767,204 ²	5,382,000
Housing Units ³	3,664,182 ⁴	4,119,000
County Jobs/Housing Ratio	1.30	1.31
<i>South Bay Region⁵</i>		
Jobs	418,617 ²	461,900
Housing Units ³	289,455 ⁴	297,000
South Bay Region Jobs/Housing Ratio	1.45	1.56
<i>City of Gardena</i>		
Jobs	29,405 ²	32,100
Housing Units ³	22,624 ^{4,5}	23,700
City Jobs/Housing Ratio	1.30	1.35
Sources:		
1. Southern California Association of Governments. (2020). <i>Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy Technical Report – Demographics and Growth Forecast</i> .		
2. SCAG, <i>SCAG Local Profiles Data 2019</i> , April 2021.		
3. Per SCAG Guidance, “household” refers to the number of occupied housing units while the DOF’s “household” population estimates are derived by multiplying the number of occupied housing units by the current persons per household. This analysis uses SCAG’s “household” methodology.		
4. State of California, Department of Finance. (2023). <i>2023 Report E-5 Population and Housing Estimates for Cities, and Counties, and the State</i> .		
5. The South Bay Region includes the cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, and Torrance.		

Inclusive of the Project’s proposed 300 DU, the City’s jobs-to-housing ratio would remain at 1.30, indicating the City would continue to be housing rich. The City’s employment is forecast to increase by 8.4 percent between 2019 and 2045. The City’s jobs-to-housing ratio is also forecast to increase from 1.30 to 1.35 between 2023 and 2045. Comparatively, **Table 6-25** indicates the South Bay Region is also considered “housing rich” with a ratio of 1.45. Future predictions forecast the City gaining a higher proportion of jobs, but remaining housing-rich, while the South Bay Region is forecast to gain a higher proportion of jobs to cross the threshold and be considered jobs rich. Thus, the City would be providing housing that may be lacking in other areas of the South Bay Region where the jobs/housing ratio indicates a “jobs rich” community. Additionally, by providing multi-family housing with amenities, the Project would encourage job growth in the area as employers look to housing opportunities in developing areas to attract potential employees.

Therefore, the Project would induce unplanned population growth in the City directly through housing development, but impacts would be less than significant based on the factors discussed above.



6.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would remove the existing onsite commercial and industrial uses and, in their place, construct residential uses. The Project would not displace existing housing or people or require construction of replacement housing elsewhere. Therefore, no impact would occur in this regard.

Cumulative Impacts

Potential cumulative population and housing impacts are assessed relative to the General Plan and regional plans, including SCAG's RTP/SCS population, housing and employment projections. SCAG's regional growth projections reflect recent and past trends, key demographic and economic assumptions and include local and regional policies. Local jurisdictions participate in the growth forecast development process.

As discussed above, the Project proposes 300 DU, which are forecast to increase the City's population by approximately 810 persons (approximately 1.2 percent growth over existing conditions). However, the General Plan and RTP/SCS was adopted prior to the to the adoption of the Housing Element and updated land use designations, as such, these have not been included in the RTP/SCS forecast. As such, cumulative development would include unplanned population growth in the City directly through new housing based on 2045 RTP/SCS forecasts. However, the cumulative forecast population growth is not considered substantial. Cumulative development would be subject to compliance with General Plan land use goals and the City's Housing Element, which identifies the need for new housing to meet demands throughout southern California and specifically within the City, to account for a growing and aging population, replacement of older housing stock, and to ensure reasonable levels of choice and mobility in the marketplace. All future development would be subject to project-level review and project-specific measures would be required, as needed, to reduce significant impacts. Given the Project's consistency, as well as the potential for other related projects to be generally consistent with the population and housing policies. Therefore, when combined with cumulative development, the Project's impacts concerning unplanned population growth would not be cumulatively considerable.

Mitigation Measures

No mitigation measures are required.



6.15 Public Services

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

IMPACT ANALYSIS

6.15a 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 West 162nd Street and Fire Station 159 located at 2030 West 135th Street. The closest fire station to the Project site is Fire Station 158, located approximately 1.2 miles from the site. The Project site is currently developed with two existing commercial and industrial buildings. The Project proposes to remove the existing on-site buildings and develop a new multi-family residential development comprised of a 300 DU apartment building. The Project site would be accessible via one driveway on West Artesia Boulevard, which would allow emergency vehicle access.

As concluded in **Section 6.14: Population and Housing**, the Project’s forecast population growth is approximately 810 persons. The Project’s forecast population growth would incrementally increase the demand for fire protection and emergency medical services to the Project site. However, because the Project site is currently served by fire protection services and is located in an urban setting where fire protection services and equipment/infrastructure are already in place, the Project does not propose and would not require new or physically altered fire protection facilities to maintain service objectives. Therefore, the Project would not result in adverse physical impacts associated with the construction of fire protection facilities.

As part of the development review process, the LACFD Fire Prevention Division would review the proposed Project site plan and determine if access and water system requirements, which would enhance the proposed development’s fire protection, are adequate. Further, the Project would be required to comply with standard LACFD conditions of approval. Specifically, LACFD review 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. The Project would be required to comply with applicable City, County, and State code requirements for fire protection. GMC



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. Additionally, pursuant to GMC Chapter 15.48, *Construction and Development Fees*, the Project would be subject to a \$1,000 development fee per unit at the time of Building Permit or Certificate of Occupancy issuance which could go towards offsetting any increased costs for fire protection services. The Project would not require the need for new or physically altered fire station facilities to maintain acceptable service ratios, response times, or other performance objectives and impacts would be less than significant.

4.15b Police Protection?

Less Than Significant Impact. The City of Gardena Police Department (“Gardena Police Department”) provides police protection services to the City, including the Project site. The Gardena Police Department station is at 1718 West 162nd Street, approximately 1.0-mile north of the Project site. The Project site is currently developed with two existing commercial and industrial buildings. The Project proposes to remove the existing on-site buildings and develop a new multi-family residential development comprised of a 300 DU apartment building. The Project site would be accessible via one driveway on West Artesia Boulevard, which would allow emergency vehicle access.

As concluded in **Section 6.14: Population and Housing**, the Project’s forecast population growth is approximately 810 persons. The Project’s forecast population growth would incrementally increase the demand for police protection services to the Project site. However, because the Project site is currently served by police protection services and is located in an urban setting where police protection services and equipment/infrastructure are already in place, the Project does not propose and would not require new or physically altered police protection facilities to maintain service objectives. Therefore, the Project would not result in adverse physical impacts associated with the construction of police protection facilities.

Additionally, as part of the development review process, the Gardena Police Department would review the Project concerning emergency access and site/facility security requirements and recommendations. Gardena Police Department would review Project plans to ensure compliance with applicable City regulations to ensure adequate site signage, lighting and other crime safety preventative measures are implemented. The Gardena Police Department review would act to ensure that development would conform to Gardena Police Department emergency access and thereby reducing demands on law enforcement services. Additionally, pursuant to GMC Chapter 15.48, *Construction and Development Fees*, the Project would be subject to a \$1,000 development fee per unit at the time of Building Permit or Certificate of Occupancy issuance which could go toward offsetting any increased costs for police protection services. The Project would not require the need for new or physically altered police protection facilities to maintain acceptable service ratios, response times, or other performance objectives and impacts would be less than significant.

4.15c Schools?

Less Than Significant Impact. The Project site is located within the boundaries of the Los Angeles Unified School District (LAUSD). Schools serving the Project site would include 186th Street Elementary School, Robert E Peary Middle School, and Gardena High School. The Project site is approximately 1.6 miles north of 186th Street Elementary School, 0.9 mile south of Robert E Peary Middle School, and 1.1 miles from



Gardena High School. The LAUSD’s 2022 Developer Fee Justification Study reports that LAUSD facilities capacity exceeded student enrollment for all levels in 2022.⁶⁵

Table 6-26: Project Forecast Student Generation provides the student generation rates by grade level⁶⁶ and estimates the Project’s forecast student population growth. As shown in **Table 6-26**, the Project is forecast to generate a student population growth of approximately 114 new students within the LAUSD.

Table 6-26: Project Forecast Student Generation

Grade Level	Student Generation Factor (per DU)	Proposed Dwelling Units	Total Students Generated
Transitional Kindergarten – 6	0.195	300	59
7 – 8	0.054		17
9 – 12	0.107		33
Special Day Class	0.015		5
Total			114

Source: Los Angeles Unified School District. (2022). *2020 Developer Fee Justification Study*, Table 3: LA Unified Student Generation Factors.

According to Table 8 of the LAUSD 2022 Developer Fee Justification Study, there were a surplus of 38,426 seats for transitional kindergarten through 6th grade, 3,628 surplus 7th and 8th grade seats, 28,230 surplus 9th through 12th grade seats, and 10,293 surplus special day class seats available. Therefore, there would be sufficient capacity at LAUSD facilities to accommodate the Project’s proposed student enrollment. Further, the Project would be subject to payment of school impact fees in accordance with SB 50. Pursuant to Government Code Section 65995(3)(h), “payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property...” Currently, residential development school impact fees are \$4.79 per SF.⁶⁷ The Project would pay developer fees in compliance with the established regulatory framework to support provision of adequate school services.

Project construction activities would be limited to within the Project site boundaries. No off-site improvements that could disrupt school services within the Project vicinity would occur. Additionally, the Project does not propose and would not require new or physically altered school facilities to maintain acceptable service ratios/standards because there is existing capacity at LAUSD facilities. Therefore, the Project would not result in adverse physical impacts associated with the construction of school facilities. A less than significant impact would occur in this regard, and no mitigation is required.

4.15d Parks?

Less Than Significant Impact. The Project’s forecast population growth would incrementally increase the demand for parks. However as discussed in **Section 6.16: Recreation**, the Project does not propose and

⁶⁵ Los Angeles Unified School District. (2022). *2022 Developer Fee Justification Study*. Available at: <https://www.lausd.org/cms/lib/CA01000043/Centricity/Domain/921/2022%20Developer%20Fee%20Justification%20Study%20for%20Los%20Angeles%20Unified%20School%20District.pdf>, accessed December 2023.

⁶⁶ Los Angeles Unified School District. (2022). *2022 Developer Fee Justification Study*, Table 3: LA Unified Student Generation Factors.

⁶⁷ Los Angeles Unified School District. (2022). *Developer Fee Program Office – School Fee Rates effective July 9, 2022*. Available at: <https://www.lausd.org/domain/921>, accessed December 2023.



would not require new or physically altered park facilities to maintain service objectives since the Project proposes both private and communal open spaces and recreational amenities for future residents. Therefore, the Project would not result in adverse physical impacts associated with the construction of park facilities. A less than significant impact would occur in this regard, and no mitigation is required.

4.15e Other public facilities?

Less Than Significant Impact. The Project's forecast population growth would incrementally increase the demand for library services, and specifically at the Gardena Mayme Dear Library, which is the library facility nearest the Project site. The County Library system has developed a Strategic Plan that identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands. Strategic initiatives associated with the Strategic Plan include Tell the Library Story; Affirm the Library as a Center for Learning; Expand and Support the Digital Library; Transform the Role of the Library as Place; Support and Cultivate the Community's Creativity; Develop the Library as a Center for Community Engagement; and Develop Staff Prepared for the Future. It is also noted, there are three additional libraries within an approximately two mile radius of the Project site. Additionally, the County library system has expanded access to online e-books, audiobooks, movies, music, and newspapers.⁶⁸ As such, the Project does not propose and would not require new or physically altered library facilities to maintain service objectives. Therefore, the Project would not result in adverse physical impacts associated with the construction of library facilities. A less than significant impact would occur and no mitigation is required.

Cumulative Impact

The provision of public services and facilities takes into consideration a larger service area than is associated with a project site. Therefore, the study area is the service area for the respective agencies and districts. Through coordination with the public services and facilities providers, the area's cumulative needs are considered. The Project does not cause the need to construct any new or expand any existing facilities. Therefore, the Project would not result in incremental environmental effects on public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probably future projects. The Project would not result in cumulatively considerable impacts on public services or facilities.

Mitigation Measures

No mitigation measures are required.

⁶⁸ Los Angeles County Library. Digital Library – eBooks and Audiobooks. Available at: <https://lacountylibrary.org/ebooks-audiobooks/>. Accessed December 2023.



6.16 Recreation

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

IMPACT ANALYSIS

6.16a Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

6.16b Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The Project’s forecast population growth of approximately 810 persons could incrementally increase the use of existing neighborhood or regional parks or other recreational facilities; see **Table 6-22: Existing Plus Project Growth Forecast**. However, this incremental increase would not be such that substantial physical deterioration of an existing recreational facility would occur or be accelerated. To offset the use of existing neighborhood and regional parks, the Project proposes interior, exterior, and private open space uses. The Project provides 19,597 SF of private open space and 30,104 SF of common open space (i.e., podium courtyard, California room, and outdoor fitness area) for the proposed apartments.

Therefore, considering the Project’s proposed open spaces and recreational amenities, the Project would not 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. A less than significant impact would occur in this regard, and no mitigation is required.

Cumulative Impacts

The Project would not result in significantly increased use of recreational facilities or require the construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.



Mitigation Measures

No mitigation measures are required.



6.17 Transportation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines 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 (for example, farm equipment)?			X	
d) Result in inadequate emergency access?			X	

The basis for the following information and analysis is the Vehicle Miles Traveled (VMT) Assessment (Linscott, Law, & Greenspan, October 2023), the Local Transportation Assessment for the 1610 Artesia Project (Linscott, Law, & Greenspan, October 2023), and the Transportation Assessment Scope of Work (Linscott, Law, & Greenspan, July 2023). These reports, which are included in this Initial Study as **Appendix 6.17-1: Vehicle Miles Traveled Assessment**, **Appendix 6.17-2: Local Transportation Assessment**, and **Appendix 6.17-3: Transportation Assessment Scope of Work** and are summarized below.

It is noted, the transportation reports identified above were based on an earlier Conceptual Site Plan, which has since been slightly modified concerning residential unit mix and open space, among other refinements. However, from the time the transportation studies were completed, the Conceptual Site Plan has not changed concerning Project elements, which are foundational to these transportation studies (e.g., total dwellings and building heights), and which would inform Project-relevant data (i.e., trip generation and VMT). **Section 2.3: Project Characteristics** describes the proposed Project elements based on the current February 2024 Conceptual Site Plan. Because the Conceptual Site Plan has not changed concerning Project elements foundational to these transportation studies, their conclusions remain valid and applicable to the February 2024 Conceptual Site Plan. As such, updates to these transportation studies to reflect the February 2024 Conceptual Site Plan are not warranted.

It is further noted, Kimley-Horn conducted third-party reviews on behalf of the City of the Project’s VMT Assessment, Local Transportation Assessment, and Transportation Assessment Scope of Work, see **Appendix 6.17-1**, **Appendix 6.17-2**, and **Appendix 6.17-3**, respectively. The third-party review concluded the analyses meets the applicable provisions of CEQA and the State CEQA Guidelines.



IMPACT ANALYSIS

6.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. Please refer to **Table 6-13: General Plan Policy Consistency**, which evaluates the Project's consistency with the General Plan. The analysis finds that the Project is consistent with the applicable Community Development Element, Circulation Plan policies. Transit, roadway, bicycle, and pedestrian facilities are discussed further below:

Transit. As discussed in **Section 2.0: Project Description**, public transit service to the Project area is provided by LA Metro, GTrans, and Torrance Transit. GTrans Line 2 serves the Project site via two bus stops on both the north and south side of South Western Avenue at the West Artesia Boulevard and South Western Avenue intersection (i.e., approximately 1,056 feet and 1,005 feet west of the Project site, respectively). The LA Metro Line 344 serves the Project site via bus stops on the intersections of (i) West Artesia Boulevard and South Western Avenue (approximately 1,068 feet west of the Project site) and (ii) West Artesia Boulevard and South Normandie Avenue (approximately 1,682 feet to the east of the Project site). Torrance Transit Line 13 serves the Project site via two bus stops on East and West Artesia Boulevard immediately north of the Project site. Pedestrian access to the Project site is provided via sidewalks along Artesia Boulevard, South Normandie Avenue, and South Western Avenue. The Harbor Gateway Transit Center, which provides access to several local and express bus lines, including GTrans Line 2; Torrance Transit Route 1, 4X, 6, and 13; as well as Metro J Line bus rapid transit service, and Metro Lines 205, 246, 344, is located at 731 West 182nd Street, approximately 0.9 mile southeast of the Project site.

The Project proposes a residential development with a forecasted population growth of approximately 810 persons, which has the potential to increase public transit ridership. However, as concluded in **Table 6-13**, the Project is consistent with the General Plan Circulation Plan Policies concerning transit facilities. Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning transit facilities, and a less than significant impact would occur in this regard.

Roadways. Vehicular access to the Project site would be provided via one driveway on Artesia Boulevard. Additionally, a fire access lane is proposed along the Project's western boundary to provide adequate emergency access. All roadway and driveway improvements would be constructed pursuant to Los Angeles County Fire Department requirements. There are not proposed offsite roadway improvements. Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning roadway facilities, and a less than significant impact would occur in this regard.

Bicycle Facilities. There are no bicycle facilities adjacent to the Project site. 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 of South Bay, including Gardena. The Bicycle Master Plan (Figure 4-3) identified existing and proposed bicycle facilities within Gardena. According to the Bicycle Master Plan, no bicycle facilities are proposed adjacent to the Project site. Additionally, the Project proposes 75 bicycle parking spaces, which supports General Plan Policy, "CI 3.4 to "maintain a citywide bicycle route and maintenance plan that promotes efficient and safe bikeways integrated with the Metropolitan Transportation Authority's (MTA's) regional bicycle system" by providing bicycle amenities and parking for on-site residents, visitors, and employees. Therefore, the Project would not conflict with a program, plan,



ordinance, or policy concerning bicycle facilities, and a less than significant impact would occur in this regard.

Pedestrian Facilities. A sidewalk is located adjacent to the Project site along West Artesia Boulevard. The Project would not remove existing sidewalks or significantly impact pedestrian access or facilities. Therefore, the Project would not conflict with a program, plan, ordinance, or policy concerning pedestrian facilities, and a less than significant impact would occur.

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project would result in a less than significant impact in this regard and no mitigation is required.

6.17b Would the project conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. The Project has been analyzed below to evaluate consistency with State CEQA Guidelines Section 15064.3(b) concerning vehicle miles traveled (VMT) based on the Project's VMT Assessment; see **Appendix 6.17-1**.

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 that are expected to generate low VMT out of a detailed VMT analysis. The City's three VMT screening criteria are detailed below and applied to the Project to determine if it would have the potential to result in a VMT impact. As outlined in the City's Transportation Analysis Guidelines, proposed projects are not required to satisfy all of the screening criteria to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Projects, or project components, which are screened out of detailed VMT assessment based on these criteria are presumed to have less than significant transportation impacts.

Screening Criteria 1: Project Size Screening

Land use projects that generate less than 110 daily trips and local-serving retail projects, defined as commercial projects with local-serving retail uses less than 50,000 SF, are presumed to have less than significant VMT impacts, absent substantial evidence to the contrary. Therefore, these projects are screened out from completing a VMT analysis based on project size. Residential projects that are 100 percent affordable are also screened out.

Trip generation rates provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual (11th Edition) were utilized to forecast project traffic generation for the Project. ITE Land Use Code 221 (Multi-Family Housing Mid-Rise) and ITE Land Use Code 223 (Affordable Housing) trip generation rates were used to forecast the traffic volumes expected to be generated by the proposed residential units. The Project is expected to generate 545 net new daily trips. Since the Project would generate more than 110 daily trips and is not a 100 percent affordable residential development, neither of these conditions would apply to the Project. Therefore, the Project is not screened out from VMT analysis based on the project size screening criteria.

Screening Criteria 2: Low VMT Area Screening

As outlined in the City's Transportation Analysis Guidelines, residential and office development projects located within a low VMT-generating area may be presumed to have a less than significant impact. The Project is located in an area that is more than 15 percent below the baseline regional average. Thus, the Project is in an area with low residential VMT, which means the Project can be presumed to have a less



than significant VMT impact and can be screened out from further VMT analysis based on low VMT area screening.

Screening Criteria 3: Proximity to Transit Screening

State CEQA Guidelines Section 15064.3(b)(1) states in part, “Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.” Pursuant to the statute, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. The OPR Technical Advisory also notes that certain project-specific or location-specific information might indicate that presumption is not appropriate. If the answers to the following questions are all no, then the presumption is assumed appropriate and the project can be screened out of further analysis.

1. Does the Project have a Floor Area Ratio (FAR) of less than 0.75 (for office, retail, hotel, and industrial projects) or fewer than 20 units per acre (for residential project)?
2. Does the Project include more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)?
3. Is the Project inconsistent with SCAG’s RTP/SCS (as determined by the lead agency, with input from the Metropolitan Planning Organization)?
4. Does the Project replace residential units set aside for lower income households with a smaller number of market-rate residential units?

The Project site is located within a HQTAs as identified in SCAG’s RTP/SCS. HQTAs are areas located within one-half mile of an existing or planned transit stop along an existing high-quality transit corridor. South Western Avenue is identified as a high-quality transit corridor in SCAG’s RTP/SCS. The Project site is located within one-half mile from South Western Avenue, and therefore, meets the statutory requirements to presume less than significant transportation impacts. The Project includes a density of more than 20 units per acre, is consistent with SCAG’s RTP/SCS, and does not replace affordable residential units. However, the Project provides more parking spaces than required by the GMC. Therefore, while the Project does meet the conditions to presume less than significant transportation impacts and screen out of VMT analysis, it has been conservatively concluded that such a presumption may not be appropriate for the Project. Therefore, the Project does not satisfy the proximity to transit screening criteria.

Conclusion

Table 6-27: VMT Screening Options for Land Use Projects, summarizes the findings of the Project’s analysis concerning the three screening criteria discussed above and notes the Project meets the City’s low VMT criteria. Therefore, based on the City’s transportation guidelines and impact thresholds, the Project can be screened out from a full VMT analysis and is presumed to result in a less than significant transportation impact concerning VMT under the low VMT screening criteria.



Table 6-27: VMT Screening Options for Land Use Projects

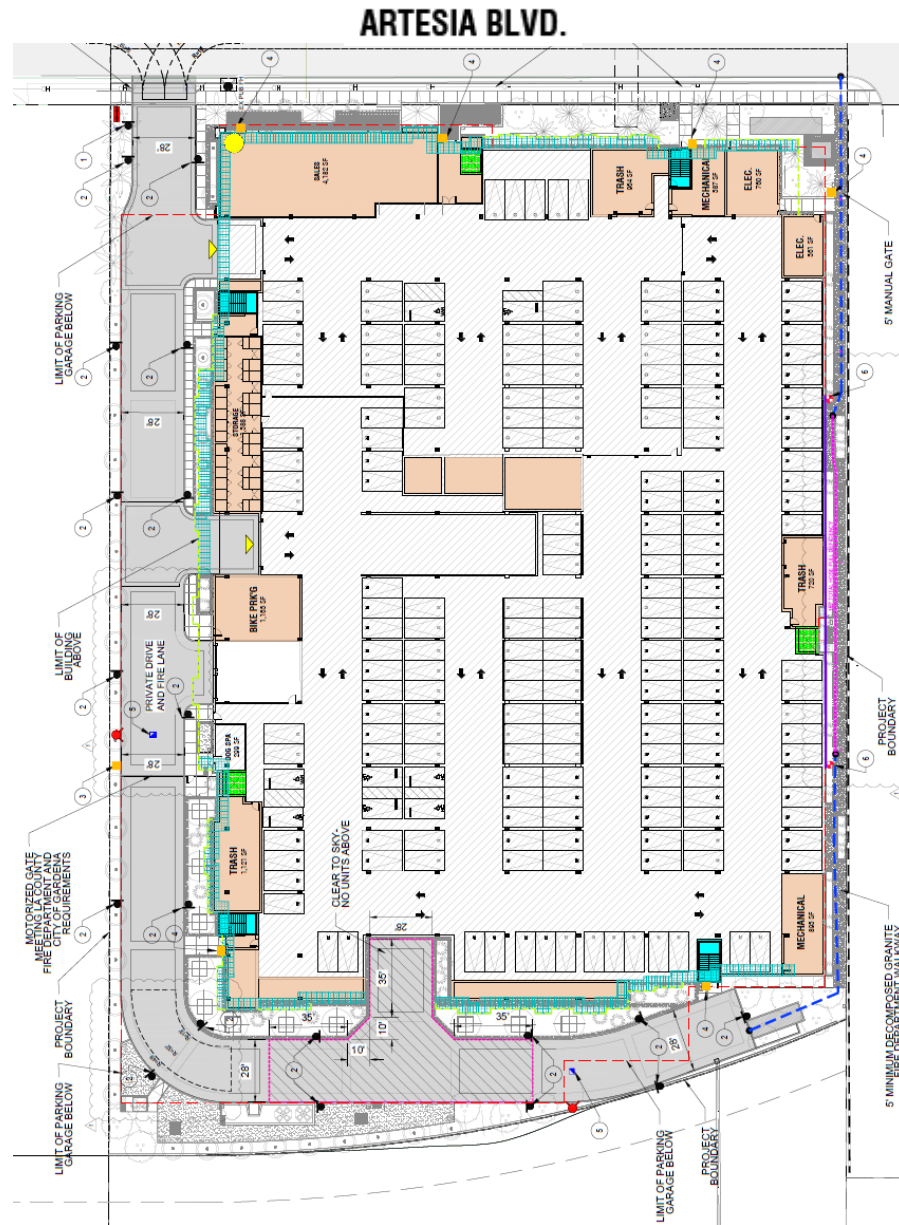
Screening Category	Screening Criteria	Project Screened Out?
Project Type Screening	Presumed less than significant impact for 100 percent affordable projects, local serving retail projects (defined as less than 50,000 per OPR's Technical Advisory) and projects that generate less than 110 daily trips.	No
Low VMT Area Screening	Presumed less than significant VMT impact for projects located in low VMT generating TAZs. These TAZs generate total daily VMT per capita or per employee that is 15 percent less than the baseline level for the region.	Yes
Transit Proximity Screening	Presumed less than significant VMT impact for projects located in high-quality transit areas.	No

Source: Appendix 6.17-1.

6.17c Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?

Less Than Significant Impact. Project construction may require temporary lane closures for utility hook ups and loading of large equipment. However, no full lane closures are anticipated, and any closures would be temporary and done in coordination with the City. Project construction activities would not increase hazards due to a geometric design feature or incompatible use.

Primary vehicular access to the Project site would be provided via one driveway on West Artesia Boulevard. Driveway engineering would comply with the City's engineering standards to maintain adequate line of sight, thereby reducing vehicle and pedestrian conflicts and hazards. Additionally, internal drive aisles would accommodate standard fire lane turning radiuses and hammerhead turnaround maneuvers would be designed for emergency vehicles and fire services. Project driveway and internal circulation improvements would be constructed according to City and LAFCD standards; see **Exhibit 6.17-1: Fire Master Plan**. The Project proposes a residential development within a portion of the City that is predominately urban development. The Project does not include the use of any incompatible vehicles or equipment on the site, such as farm equipment. Project operations would not include sharp curves nor dangerous intersections, or introduce incompatible uses. Therefore, impacts are considered less than significant and no mitigation is required.



Source: TCA Architects, *Development Application*, February 14, 2024.

EXHIBIT 6.17-1: FIRE MASTER PLAN
 1610 Artesia Boulevard Project



6.17d Would the project result in inadequate emergency access?

Less Than Significant Impact. West Artesia Avenue provides direct access to the Project site and would serve as a primary evacuation and emergency access route within the area. The construction and operation of the Project would not place any permanent physical barriers on West Artesia Boulevard. There is the potential that one or more traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closures would be required to receive permission from the traffic authority in accordance with GMC 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 West Artesia Boulevard at all times. Additionally, all construction staging would occur within the Project site's boundaries and would not interfere with circulation along West Artesia Boulevard or any other nearby roadways.

As described above, primary vehicular access to the Project site would be provided via one driveway along West Artesia Boulevard. Additionally, a fire access lane is proposed along the Project site's south and west boundary, which would provide emergency access. The LACFD requires fire lanes to be a minimum of 26 feet wide and include fire lane signage. Painted red curbs would delineate the limits of the fire lanes. Signage for the fire department with direction to units would be placed pursuant to LACFD requirements. The Project is also located approximately 1.2 miles from LACSD Station 158, which serves the City. While the Project is expected to increase the number of vehicles on local roadways, emergency responders have sirens and are able to bypass intersection queues, utilize two-way left-turn lanes, and use the opposite side of streets. The Project also does not propose any features that would inhibit emergency access to nearby areas.

Further, the Project site is located in an urbanized area where adequate circulation and access are provided to facilitate emergency response. The Project would be subject to compliance with the Gardena Public Safety Plan policies, specifically, PS 1.7, which requires law enforcement, crime prevention, and fire safety concerns are considered in the review of planning and development proposals in the City; PS 2.2, which requires all buildings and facilities within the City comply with local, State, and federal regulatory standards (i.e., California Building and Fire Codes); and PS 2.7, which requires adequate fire protection services, fire protection plans, and emergency vehicle access for new development. Therefore, the Project would have a less than significant impact concerning emergency access during operation and no mitigation is required.

Cumulative Impacts

The Project would have a less than significant impact concerning transportation. The Project and foreseeable future projects would be subject to compliance with the established regulatory framework (i.e., OPR Technical Advisory, General Plan policies, GMC), which would reduce potential impacts. Therefore, the Project's contribution to cumulatively significant impacts would similarly be less than significant.

Mitigation Measures

No mitigation measures are required.



6.18 Tribal Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 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				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 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		

IMPACT ANALYSIS

6.18ai 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 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

No Impact. The Project site is currently developed with two, one-story commercial and industrial buildings totaling approximately 39,510 SF, an associated surface parking lot, and landscaping abutting West Artesia Boulevard. As discussed in **Section 6.5: Cultural Resources** and **Appendix 6.5-1: Cultural Resources Assessment**, the Project site does not contain any features meeting the historic resources criteria and does not meet the definition of a historic resource pursuant to CEQA. Implementation of the Project would



not result in any substantial adverse change in a tribal cultural resource defined pursuant to PRC Section 5020.1(k). No impact would occur.

6.18a ii 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 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 With Mitigation Incorporated. As concluded in the Cultural Resources Assessment, prior to development, the buried archaeological, including tribal cultural resources, sensitivity of the Project area would have been moderate-to-high given the Holocene-age soils tied to human occupation that were present across the property, as well as the Project area's location on the shores of a marsh/shallow lake. However, in its current condition, the Project area has low potential for archaeological material given the history of extensive modification within the Project site.

Notwithstanding, Project construction would include limited excavation and grading activities that have the potential to unearth undocumented resources. In the event that archaeological resources are discovered during Project construction, the Project would be required to comply with MM CUL-1, which requires that if an archeological resource all earthwork and ground-disturbing activities to halt within 25 feet of the discovery until an archaeologist meeting the Secretary of the Interior's Standards Professional Qualification Standards has evaluated the nature and significance of the find.

Further, if the find is Native American in origin, the Applicant shall contact the Native American Heritage Commission for a list of Native American Tribes to confer with regarding potential significance of the resource. If the resource is determined to be a significant, the remainder of ground-disturbing activities shall be monitored by an archaeological monitor and, if Native American in origin, at least one Native American monitor. Further, GMC Section 18.42.210, *Post-Permit Requirements*, requires the Applicant to enter into a cultural resources treatment agreement with a local Native American tribe traditionally and culturally affiliated with the City if Native American or tribal cultural resources are found on the Project site. GMC Section 18.42.210 further requires, in compliance with State law, if human remains are unearthed, the Project developer, pursuant to State Health and Safety Code Section 7050.5, would be required to contact the County Coroner and ensure no further disturbance occurs until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98.

Further, if the remains are determined to be of Native American descent, the Native American Heritage Commission (NAHC) must be notified within 24 hours. Therefore, following implementation of MM CUL-1 and through compliance with the existing regulatory framework would ensure the Project would not cause a substantial adverse change in the significance of an archeological resource pursuant to State CEQA Guidelines Section 15064.

Cumulative Impacts

As concluded above, the Project would not cause an adverse change in the significance of a tribal cultural resource defined in PRC Section 21074, as none are present on the Project site. Therefore, no cumulative impact concerning tribal cultural resources would occur. As concluded above, the potential exists for



undiscovered tribal cultural resources to be adversely impacted during Project construction. With implementation of MM CUL-1 and through compliance with the existing regulatory framework the Project would not cause a substantial adverse change in the significance of these resources; a less than significant impact with mitigation incorporated would occur in this regard.

Future cumulative development projects could encounter tribal cultural resources during ground disturbing activities. Thus, the potential exists for cumulative development to result in the adverse modifications or destruction of tribal cultural resources. Potential tribal cultural resource impacts associated with the individual developments would be specific to each site. As with this Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, AB 52, and SB 18, to evaluate the potential for impacts to tribal cultural resources. All cumulative development would be subject to compliance with the existing federal, state, and local regulatory framework concerning the protection of tribal cultural resources on a project-by-project basis, including consultation with tribes to identify whether a site may contain tribal cultural resources and if so, what mitigation measures may be required. Additionally, implementation of site-specific mitigation measures would reduce levels.

Similarly, all future development with the potential to impact tribal cultural resources would be required to demonstrate compliance with applicable federal and state regulatory requirements, including General Plan goals and policies of the affected jurisdiction, intended to reduce and/or avoid potential adverse environmental effects. As such, cumulative impacts to tribal cultural resources would be mitigated on a project-by-project level, and in accordance with the established regulatory framework, through the established regulatory review process.

Therefore, the combined cumulative impacts to tribal cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant following compliance with the established regulatory framework and with mitigation incorporated.

Mitigation Measures

See **Section 6.5: Cultural Resources**.



6.19 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects?				
i) Water,		X		
ii) Wastewater,		X		
iii) Wastewater Treatment (see Response 6.19.c below),			X	
iv) Stormwater Drainage,		X		
v) Electric Power, Natural Gas, and Telecommunications.		X		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

The basis for the following information and analysis is the Sewer Capacity Assessment (Tait & Associates, February 2024) and the Water Availability Report (Tait & Associates, February 2024). These reports are included as **Appendix 6.19-1: Sewer Capacity Assessment** and **Appendix 6.19-2: Water Availability Report** and summarized below.

It is noted, Kimley-Horn conducted third-party reviews on behalf of the City of the Project's Sewer Capacity Assessment and Water Availability Report; see **Appendix 6.19-1** and **Appendix 6.19-2**, respectively. The third-party review concluded the analyses meets the applicable provisions of CEQA and the State CEQA Guidelines.



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6.19ai Would the Project Require or result in the relocation or construction of new or expanded water facilities concerning the following, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated. Water demand for construction of the project would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. During construction, the contractor would bring their own portable bathroom and wash stations which would have their own self-contained water source and wastewater storage. These facilities would not connect to the adjacent sewer or water infrastructure for those uses. The temporary water usage is far less than the proposed water demand and therefore poses no significant impacts.

The Project would require construction of new onsite water facilities, as well as limited connections to existing offsite/adjacent infrastructure. Although the Project would require relocation or construction of new onsite water facilities, these improvements would be limited to connections to existing facilities near the Project site, thus their construction would not cause significant environmental effects.

Golden State Water District (GSWD) would supply water to the Project site via the existing public GSWD 10-inch water main that runs underneath West Artesia Boulevard.⁶⁹ The Project would connect a domestic water line, a fire line, and irrigation line to the existing water main within West Artesia Boulevard right-of-way. The existing water main within West Artesia Boulevard would not need to be upsized to accommodate the Project. The Project would be subject to all pertinent local, regional, and State-level regulations concerning any new connections, laterals, or trenching. Additionally, the Project would extend the existing six-inch fire line within West Artesia Boulevard and relocate an existing fire hydrant that existing along West Artesia Boulevard. The fire hydrant would continue to be served by the six-inch water main within West Artesia Boulevard.

The Project would require construction of new onsite water facilities, as well as limited connections to existing offsite/adjacent infrastructure. As such, the Project would result in construction of water facilities, which could cause significant environmental effects. Although the Project would require relocation or construction of new onsite water facilities, these improvements would be limited to connections to existing facilities near the Project site, thus, their construction would not cause significant environmental effects. Further, the environmental effects associated with construction of the proposed water facility improvements are discussed as part of the overall environmental analyses in **Sections 6.1** through **6.21**. As concluded in these sections, the Project's environmental effects would be reduced to less than significant through compliance with the established regulatory framework and with mitigation incorporated, except concerning construction noise, which would be a significant and unavoidable impact. Given the proposed water facilities' nature and scale, their construction-related noise impacts are not considered significant. Therefore, with mitigation incorporated, the Project would result in less than significant environmental effects associated with construction of the proposed water facilities.

⁶⁹ See **Appendix 6.19-1: Water Availability Report**.



6.19a ii Would the Project require or result in the relocation or construction of new or expanded wastewater conveyance, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated. The Project’s estimated wastewater generation would be approximately 61,950 gallons per day (gpd), or approximately 26,403 gpd over existing conditions; see **Table 6-28: Estimated Project Wastewater Generation**.

Wastewater flow originating from the Project site would discharge to the six-inch lateral that connects from the Project site to the Los Angeles County Sanitation District (LACSD) sewer main trunk along Artesia Boulevard.⁷⁰ The LACSD sewer main then flows east towards the Gardena Pump where the Project’s wastewater would be conveyed to the A.K. Warren Water Resource Facility (WWRF) for treatment; see Response 6.19e below.

Table 6-28: Estimated Project Wastewater Generation

Land Use	Dwelling Units	Average Generation Factor (gpd/DU) ¹	Total Wastewater Generation (gpd)
Apartments	55 Units – (Studio)	150	8,250
	151 Units – (1-BR)	200	30,200
	94 Units – (2-BR)	250	23,500
Total Project			61,950
Total Existing²			-35,547
Net Project			+26,403 (0.03 mgd)³
Note: ¹ Based on the sewer generation factors from the “Estimated Average Daily Sewage Flows for Various Occupancies” document from LA County Public Works. ² See Appendix 6.19-2 . Note 1 cubic foot per second = 646,371 gallon per day. ³ mgd = million gallons per day			

The Gardena Pump Sewer Trunk Sewer has an existing total capacity of 2.2 mgd and conveyed a peak flow of 1.7 (when last measured in 2017). Inclusive of the Project, the Gardena Pump Trunk Sewer would convey a peak flow of 1.74 mgd, with a remaining capacity of 0.42 mgd. As such, sufficient capacity existing in the Gardena Pump Trunk Sewer to serve the Project and County sewer lines would not need to be upsized to accommodate the Project.

The Project would be subject to compliance with all pertinent local, regional, and State-level regulations concerning new connections, laterals, or trenching. The California Health and Safety Code (HSC) empowers the LACSD to charge a fee for the privilege of connecting to LACSD’s Sewage System for increasing the strength or quantity of wastewater discharged from connected facilities. The LACSD may require payment of a connection fee before the Project is permitted to discharge to the LACSD’s sewerage system.

The Project would require construction of new onsite wastewater conveyance facilities (i.e., pipes), as well as limited connections to existing offsite/adjacent infrastructure. Although the Project would require relocation or construction of new onsite wastewater conveyance facilities, these improvements would be limited to connections to existing LACSD facilities near the Project site, thus, their construction or

⁷⁰ **Appendix 6.19-2: Sewer Capacity Study**



relocation would not cause significant environmental effects. Although the Project would require relocation or construction of new onsite wastewater conveyance facilities, these improvements would be limited to connections to existing LACSD facilities near the Project site, thus, their construction or relocation would not cause significant environmental effects. Further, the environmental effects associated with construction of the proposed wastewater improvements are discussed as part of the overall environmental analyses in **Sections 6.1** through **6.21**. As concluded in these sections, the Project's environmental effects would be reduced to less than significant through compliance with the established regulatory framework and with mitigation incorporated, except concerning construction noise, which would be a significant and unavoidable impact. Given the proposed wastewater facilities' nature and scale, their construction-related noise impacts are not considered significant. Therefore, with mitigation incorporated, the Project would result in less than significant environmental effects associated with construction of the proposed wastewater facilities.

6.19aiii Would the Project require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As concluded in Response 6.19e, adequate capacity exists to serve the Project's wastewater treatment demand in addition to the provider's existing commitments at WWRP. Therefore, the Project would not result in construction of wastewater treatment facilities, which could cause significant environmental effects. A less than significant impact would occur in this regard, and no mitigation is required.

6.19aiv Would the Project require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated.

The Project would maintain the existing drainage pattern with site runoff discharging to the existing site outlet which connects to the Dominguez Channel to the Project site's south. The Project proposes landscaped areas throughout the site that would result in a decrease in the existing impervious surfaces from 93 percent to 85 percent. Stormwater would be captured by a series of drains and discharged directly to ground level, where they join surface-level sheet flows and discharge to a proposed treatment basin that would connect to the existing storm drain at the Project site's southeast corner. From the treatment basin, stormwater runoff would flow to the public storm drain system. The Project was analyzed under a 24-hour, 50-year storm peak flow and demonstrated that the proposed peak flow will be 0.47 cf per second less than the existing peak flow rate, therefore the Project would not increase runoff. The Project's proposed drainage patterns are further discussed in **Section 6.10: Hydrology and Water Quality**.

The Project would require construction of new onsite stormwater facilities, as well as limited connections to existing offsite/adjacent infrastructure. Any new connections, laterals, or trenching required as a part of Project construction would be subject to compliance with Los Angeles County Department of Public Works (LACDPW) requirements, as detailed in the Los Angeles County Hydrology Manual (January 20026) and the Low Impact Development Standards Manual (February 2014)¹⁶ (LID Standards Manual). The Project would also be subject to compliance with GMC Title 8 Chapter 7, *Stormwater and Runoff Pollution Control Requirements*. Although the Project would require relocation or construction of new stormwater facilities, these improvements would be limited to connections to existing facilities near the Project site,



thus, their construction or relocation would not cause significant environmental effects. Further, the environmental effects associated with construction of the proposed stormwater facility improvements are discussed as part of the overall environmental analyses in **Sections 6.1** through **6.21**. As concluded in these sections, the Project’s environmental effects would be reduced to less than significant through compliance with the established regulatory framework and with mitigation incorporated. Therefore, with mitigation incorporated, the Project would result in less than significant environmental effects associated with construction of the proposed stormwater drainage facilities.

6.19av Would the Project require or result in the relocation or construction of new or expanded electric power, natural gas, and telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation Incorporated.

Electric Power Facilities. **Table 6-29: Estimated Project Electric Power Demand** provides the Project’s estimated electric power demand and indicates it totals 1,871,223 kWh per year (approximately 11,008 kWh per day), or approximately 1,492,241 kWh/yr over existing conditions.

Table 6-29: Estimated Project Electric Power Demand

Land Use	Dwelling Units	Electricity (kWh/year) ^{1,2}
Apartment Mid Rise	300	1,099,750
Enclosed Parking with Elevator		768,187
Recreational Swimming Pool		3,286
	Total Project	1,871,223
	Total Existing	-379,009
	Net Project	1,492,241
Notes:		
¹ CalEEMod was used to calculate the electricity demand based on land use.		
² Kilowatt hours (kWh)		
Source: Appendix 6.3-1.		

SCE provides electric power to the Project site and operates and maintains transmission and distribution infrastructure in the Project area. Although the Project’s estimated electricity demand would increase by approximately 1,492,241 kWh/yr over existing conditions, this demand comprises less than 0.005 percent of the typical annual electricity usage in the County and thus would not substantially increase service demand for SCE through substantial unplanned population growth and existing capacity would be sufficient to support Project residents.

The Project would require construction of new onsite electric power facilities, as well as limited connections to existing offsite/adjacent infrastructure. As such, the Project would result in construction of electric power facilities, which could cause significant environmental effects.

Natural Gas Facilities – Table 6-30: Estimated Project Natural Gas Demand provides the Project’s estimated natural gas demand and indicates it totals 5,027,255 kBtu per year (approximately 13,773 kBtu per day), or approximately 3,336,150 kBtu/yr over existing conditions.



Table 6-30: Estimated Project Natural Gas Demand

Land Use	Dwelling Units	Natural Gas (kBTU/year) ^{1,2}
Apartment Mid Rise	300	3,332,053
Enclosed Parking with Elevator		-
Recreational Swimming Pool		1,695,202
	Total Project	5,027,255
	Total Existing	1,691,105
	Net Project	3,336,150
Notes:		
¹ CalEEMod was used to calculate the natural gas demand based on land use.		
² thousand British thermal units (kBTU)		
Source: Appendix 6.6-1.		

Southern California Gas Company (SoCalGas) provides natural gas to the Project site and operates and maintains transmission and distribution infrastructure in the Project area. Although the Project’s estimated natural gas demand would increase by approximately 3,336,150 kBTU/yr over existing conditions, this demand comprises less than 0.0018 percent of the typical annual natural gas usage in the County, thus the Project would not substantially increase service demand for utility providers through substantial unplanned population growth and existing capacity would be sufficient to support Project residents.

The Project would require construction of new onsite natural gas facilities, as well as limited connections to existing offsite/adjacent infrastructure. As such, the Project would result in construction of natural gas facilities, which could cause significant environmental effects.

Telecommunication Facilities. Various companies provide telecommunications including AT&T, Direct TV, Dish Network, Time Warner Cable, Verizon, and ViaSat. The Project proposes to connect to the existing telecommunication infrastructure at the Project site. The Project would require construction of new onsite telecommunication facilities, as well as limited connections to existing offsite/adjacent infrastructure. As such, the Project would result in construction of telecommunication facilities, which could cause significant environmental effects.

Conclusion. Although the Project would require relocation or construction of new electric power and telecommunication facilities, these improvements would be limited to connections to existing facilities near the Project site, thus, their construction or relocation would not cause significant environmental effects. Further, the environmental effects associated with construction of the proposed electric power and telecommunication facility improvements are discussed as part of the overall environmental analyses in **Section 6.1** through **Section 6.21**. As concluded in these sections, the Project’s environmental effects would be reduced to less than significant through compliance with the established regulatory framework and with mitigation incorporated. Therefore, with mitigation incorporated, the Project would result in less than significant environmental effects associated with construction of the proposed electric power and telecommunication facilities.



6.19b Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The Project’s estimated water demand would total approximately 76,030 gpd, or approximately 33,466 gpd over existing conditions; see **Table 6-31: Estimated Project Water Demand**. The Project would include all State-mandated water-saving features, including water-efficient shower faucets, shower heads, and toilets.

Table 6-31: Estimated Project Water Demand

Land Use	Units	Average Demand Factor ¹	Total Water Demand (gpd)
Proposed Water Demand			
Apartments	55 DU – (Studio)	180 gpd/unit	9,900
	151 DU – (1-BR)	240 gpd/unit	36,240
	94 DU – (2-BR)	300 gpd/unit	28,200
Pool(s)	3,024 SF	EPA Method ³	514
Landscaping ²	23,041 SF ⁴	ETWU Method	1,176
Total Project (Residential)			76,030 (85 AFY)
Total Existing⁴			-42,564 (48 AFY)
Net Project			+33,466 (37 AFY)
<p>Note:</p> <p>¹ Based on 120% of the sewer generation factors from the “Estimated Average Daily Sewage Flows for Various Occupancies” document from LA County Public Works. See Golden State Water Company 2020 Urban Water Management Plan Southwest Service Area, page 1-2.</p> <p>² See Appendix 6.19-2.</p> <p>³ EPA published “Jump Into Pool Water Efficiency” estimates 31,000 gallons/500 SF of pool water per year (3,024 SF of pool/spa * 31,000 gallons/year = 187,488 gallons per year = 514 gpd).</p> <p>⁴ Project’s planted area only.</p> <p>⁴ Based on 120% of the existing land use wastewater consumption of 35,547 gpd.</p>			

GSWC’s Final Urban Water Management Plan – Southwest 2020 (UWMP) water demand forecasts are based on adopted general plans, however, in April 2023 the City amended the Land Use Plan of the Community Development Element of the General Plan with the addition of new land use designations, including on the Project site. Because the Project site’s General Plan land use designation was changed in April 2023, which is after the preparation of the 2020 UWMP, and the Project’s estimated water demand would exceed the UWMP’s assumed water demand for the Project site, the Project’s water demand was not accounted for in the UWMP.

However, GSWC analyzed the Project to determine if sufficient water supplies would be available to serve the Project from existing entitlements and resources. GSWC confirmed water service would be available to serve the Project from GSWC’s Southwest System.⁷¹ The UWMP projects that the service area’s water demands will increase from 26,939 AFY in 2025 to 28,608 AFY in 2045 for both normal and dry years representing an increase in demand of 1,669 AFY.⁷² The Project’s increase in water demand of 33,466 gpd

⁷¹ See **Appendix 6.19-1: Water Availability**.

⁷² Golden State Water Company. (2021). Southwest Service Area 2020 Urban Water Management Plan, Table 5-2.



(37 AFY) represents approximately 2.2 percent of the UWMP's forecast increase in demand between 2025 and 2045. GSWC provides conservation programs (e.g., water conservation pricing, public information programs, and workshops) along with incentives (e.g., rebates) to conserve water in the City. Although the GSWC service area population is expected to increase, the overall baseline potable demand in AFY is expected to decrease due to further water use efficiency and recycled water programs. The UWMP also projects adequate supplies to meet all future demands. The GSWC's UWMP indicates water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045.

Therefore, GSWC would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. A less than significant impact would occur in this regard, and no mitigation is required.

6.19c Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As discussed above, the Project's estimated wastewater generation would be approximately 61,950 gpd, or approximately 26,403 gpd (0.03 mgd) over existing conditions; see **Table 6-28**. The Project's wastewater flow would be conveyed to the WWRF for treatment. The WWRF currently processes an average wastewater flow of 237 mgd and has a total permitted capacity of 400 mgd.⁷³ The Project's estimated net wastewater generation of 26,403 gpd (0.03 mgd)) comprises less than one percent of WWRF's remaining available capacity of 163 mgd.⁷⁴ As such, sufficient capacity exists at WWRF to serve the Project and no WWRF expansion/modification would be required to accommodate the Project. Therefore, the WWRF has adequate capacity to serve the Project's estimated wastewater treatment demand in addition to the provider's existing commitments. A less than significant impact would occur in this regard, and no mitigation is required.

6.19d Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

6.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Waste Resources of Gardena (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 remove all existing onsite structures and surface parking lot and construct/operate a 300 DU multi-family residential development. State law requires a 65 percent diversion rate for Construction and Demolition (C&D) projects. GMC Chapter 8.20, *Solid Waste and Recyclable Collection and Disposal*, addresses solid waste disposal, including requirements for C&D projects. In accordance with GMC Section 8.20.060, *Solid Waste Disposal and Diversion*, each C&D project

⁷³ Los Angeles County Sanitation Districts. (2022). AK Warren Water Resource Facility 2022 Annual Performance Data. Available at: <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility/plant-performance>. Accessed December 2023.

⁷⁴ (Total Permitted Capacity) – (Average Wastewater Flow) = Remaining Available Capacity; 400-237 = 163



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.

CalRecycle provides multi-family residential solid waste generation rates from various sources (i.e., five sources), which range from 3.6 pounds per DU per day (lbs./DU/day) to 8.6 lbs./DU/day, and average 5.1 lbs./DU/day. Based on 300 DU and 5.1 lbs./DU/day, the Project would generate approximately 1,530 lbs./day (approximately 0.77 tons per day).

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 29201 Henry Mayo Drive. In 2019, approximately 72 percent of solid waste from Gardena was disposed of at the Chiquita Canyon Sanitary Landfill, the El Sobrante Landfill, and the Sunshine Canyon City/County landfill received approximately 8.5 and 5.1 percent of solid waste from Gardena, respectively.⁷⁵ 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.⁷⁶ 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 receiving solid waste from the City.

As previously noted, Chiquita's maximum permitted throughput is 12,000 tons per day. The Project's estimated solid waste generation of approximately 0.77 tons per day comprises less than one-tenth percent of Chiquita's maximum permitted daily throughput. Chiquita's remaining and maximum capacities are approximately 60.4 million cubic yards and approximately 110.4 million cubic yards, respectively. The Project would be served by a landfill with sufficient remaining permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, Chiquita could accommodate the Project's solid waste disposal needs. Operational activities would be subject to compliance with all applicable federal, state, and local statutes and regulations for solid waste, including those identified under CALGreen and AB 939.

The Project would not generate solid waste in excess of state or local standards, in excess of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, the Project would result in less than significant impacts concerning solid waste, and no mitigation is required.

Cumulative Impacts

The Project would have a less than significant impact with respect to utilities and service systems. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans ensures that adequate resources are available to serve both individual projects and the cumulative demand for resources and infrastructure because of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility services to the Project and future developments

⁷⁵ CalRecycle, Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed December 2023.

⁷⁶ 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 December 2023.



in the City. The Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, there are no significant cumulative utility impacts.

Mitigation Measures

See **Section 6.5: Cultural Resources**, **Section 6.7: Geology and Soils**, **Section 6.9: Hazards and Hazardous Materials**, and **Section 6.13: Noise** .



6.20 Wildfire

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

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6.20a Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

6.20b Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

6.20c Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

6.20d Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?



No Impact. The Project site is in a highly urbanized area and is not classified as Very High Fire Hazard Severity Zone (VHFHSZ).⁷⁷ The Project is a residential development that would tie into existing infrastructure and would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities). The Project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, the Project would result in no impact concerning wildfire.

Cumulative Impacts

The Project is within an urbanized and developed area of the City. There are no undeveloped natural areas that are prone to wildfires. The Project is not subject to wildfire risk, and therefore, would not contribute to a potential cumulatively considerable impact related to wildfires.

Mitigation Measures

No mitigation measures are required.

⁷⁷ CalFire. (September 2023). *Los Angeles County FHSZ Map*. Retrieved from <https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones/fire-hazard-severity-zones-maps-2022>.



6.21 Mandatory Findings of Significance

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

IMPACT ANALYSIS

6.21a Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to 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 6.4: 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.

As discussed in **Section 6.5: Cultural Resources**, the Project would not eliminate important examples of the major periods of California history or prehistory. As also concluded in **Section 6.5: Cultural Resources** and **Section 6.18: 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 archaeological resources are encountered during ground disturbance activities, MM CUL-1 would require all earthwork and ground-disturbing activities to halt within 50 feet of the discovery until a qualified archaeologist has evaluated the nature and significance of the find. Further, GMC Section 18.42.210, *Post-Permit Requirements*, requires the Applicant to enter into a cultural resources treatment agreement with a local Native American tribe traditionally and culturally affiliated with the City if Native American or tribal cultural resources are found on the Project site. Thus, 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 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.

6.21b Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)

Less Than Significant Impact. The proposed Project would result in significant impacts unless mitigated for the following environmental resources areas: cultural resources, geology and soils, hazards and hazardous materials, noise, tribal cultural resources, and utilities and service systems. The impacts associated with these resource areas are localized, thus, would not result in cumulative impacts. Mitigation has been prepared for each of these environmental issue areas to reduce impacts to less than significant. The City would also impose Conditions of Approval on the Project. Other development projects within the City would also be subject to these requirements, as applicable.

For all other resource areas, it was determined the Project would either have no impact or a less than significant impact following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the proposed Project would not result in any significant impacts that would substantially combine with impacts of other current or probably future impacts. Therefore, the proposed Project, when combined with other projects, would not result in any cumulatively considerable impacts, and no mitigation is required.

6.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the 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 (i.e., MM GEO-1, MM HAZ-1 through MM HAZ-5, and MM NOI-1) and/or standard conditions (i.e., COA HAZ-1



and COA HAZ-2) 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 with mitigation incorporated.

Mitigation Measures

See **Section 6.5: Cultural Resources**, **Section 6.7: Geology and Soils**, **Section 6.9: Hazards and Hazardous Materials**, and **Section 6.13: Noise**.

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