

**DRAFT INITIAL STUDY  
PROPOSED MITIGATED NEGATIVE DECLARATION**

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**City of Gardena  
Western Avenue Specific Plan and TTM 74350**

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**LEAD AGENCY:**

**City of Gardena  
Community Development Department  
1700 West 162<sup>nd</sup> Street  
Gardena, California 90247**

**PREPARED BY:**

**Keeton Kreitzer Consulting  
31986 Calle Balareza  
Temecula, California 92592**

**December 2016**



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City of Gardena  
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**December 2016**



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## 1.0 INTRODUCTION

Following preliminary review of the proposed Western Avenue Specific Plan Project and TTM 74350 (i.e., “Project”), the City has determined that the Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects associated with the Project, as proposed, in order to determine if the proposed Western Avenue Specific Plan Project would result in potentially significant environmental effects that would require the preparation of a Draft Environmental Impact Report (DEIR).

### 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Gardena, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine if the proposed Project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Mitigated Negative Declaration (MND) for that project. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Section 21080(c), Public Resources Code).

The environmental documentation, which is ultimately selected by the City of Gardena in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review, “... which shall not be less than 20 days” in accordance with Section 15105 of the CEQA Guidelines for a project that is not of regional or areawide significance as defined by CEQA Guidelines § 15206; this project does not meet those requirements. During this review, public comments on the document relative to environmental issues should be addressed to the City of Gardena. Following review of any comments received, the City of Gardena will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

### 1.2 PURPOSE

The purpose of this Initial Study is to provide the City of Gardena (i.e., the “Lead Agency”) with information to use as the basis for deciding whether to prepare a Negative or Mitigated Negative Declaration pursuant to Section 15070 of the CEQA Guidelines or a Draft EIR pursuant to Section 15080 of the CEQA Guidelines.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include: (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

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## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION AND ENVIRONMENTAL SETTING**

#### **PROJECT LOCATION**

The City of Gardena is located in the South Bay area of Los Angeles County, approximately 10 miles south of downtown Los Angeles, approximately 7 miles southeast of the Los Angeles International Airport, and approximately 12 miles north of the Port of Los Angeles in San Pedro. The location of the project site in its regional setting is illustrated in Exhibit 2-1 (Regional Location). The City of Gardena is conveniently located adjacent to major freeways that provide access to all of Southern California including the San Diego Freeway (I-405), the Artesia Freeway (SR-91), the Harbor Freeway (I-110), and the Century Freeway (I-105). Because of its strategic location and proximity to downtown Los Angeles, Gardena is well served by bus and metro transit lines that provides residents and employees with many alternative ways to traveling to work, shopping, and home.

The project site encompasses 2.31 acres at 16958 Western Avenue in the City of Gardena. Western Avenue, a high volume arterial roadway, abuts the subject property on the west. The area in which the site is located is intensively developed with a variety of residential, commercial, and industrial uses. The site is improved with an asphalt surface and is currently used to store recreational vehicles. The project location is illustrated on Exhibit 2-2 (Vicinity Map).

#### **ENVIRONMENTAL SETTING**

##### **Existing Site Features**

An aerial photograph of the Western Avenue Specific Plan site and vicinity is provided Exhibit 2-3. The site is currently used for recreational vehicle (e.g., boats, RVs, etc.) storage. Approximately 198 angled parking spaces are currently provided for recreational vehicles on the existing project site. The existing project site currently accommodates vehicular access via two site driveways located along the westerly property frontage (i.e., along Western Avenue). The site is devoid of landscaping and, with the exception of a small kiosk, no large permanent structures exist on the subject property. Previously, the site was used for agricultural uses from the 1930s through the 1960s.

##### **Surrounding Land Uses**

The project site is located in an area of the City that is intensively developed with a variety of land uses. The subject property is bounded on the west by Western Avenue, a high volume arterial; a mobile home park exists west of this arterial roadway. One- and two-story single-family homes are located adjacent to the site on the north and east and a manufacturing center and auto body shop are located south of the subject site.

##### **General Plan and Zoning**

The site is designated as General Commercial on the City's General Plan Land Use Map and is zoned C-3 (General Commercial). Land use designations of the adjacent properties include General Commercial to the south; Industrial to the west; Medium Residential and General Commercial to the north, and Medium Residential to the west. Properties to the north are zoned C-3 and R-2 (Low Density Multiple Family Residential). Properties to the east, south and west are zoned R-2, C-3, and M-1 (Industrial), respectively.

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**Exhibit 2-1**  
**Regional Location**

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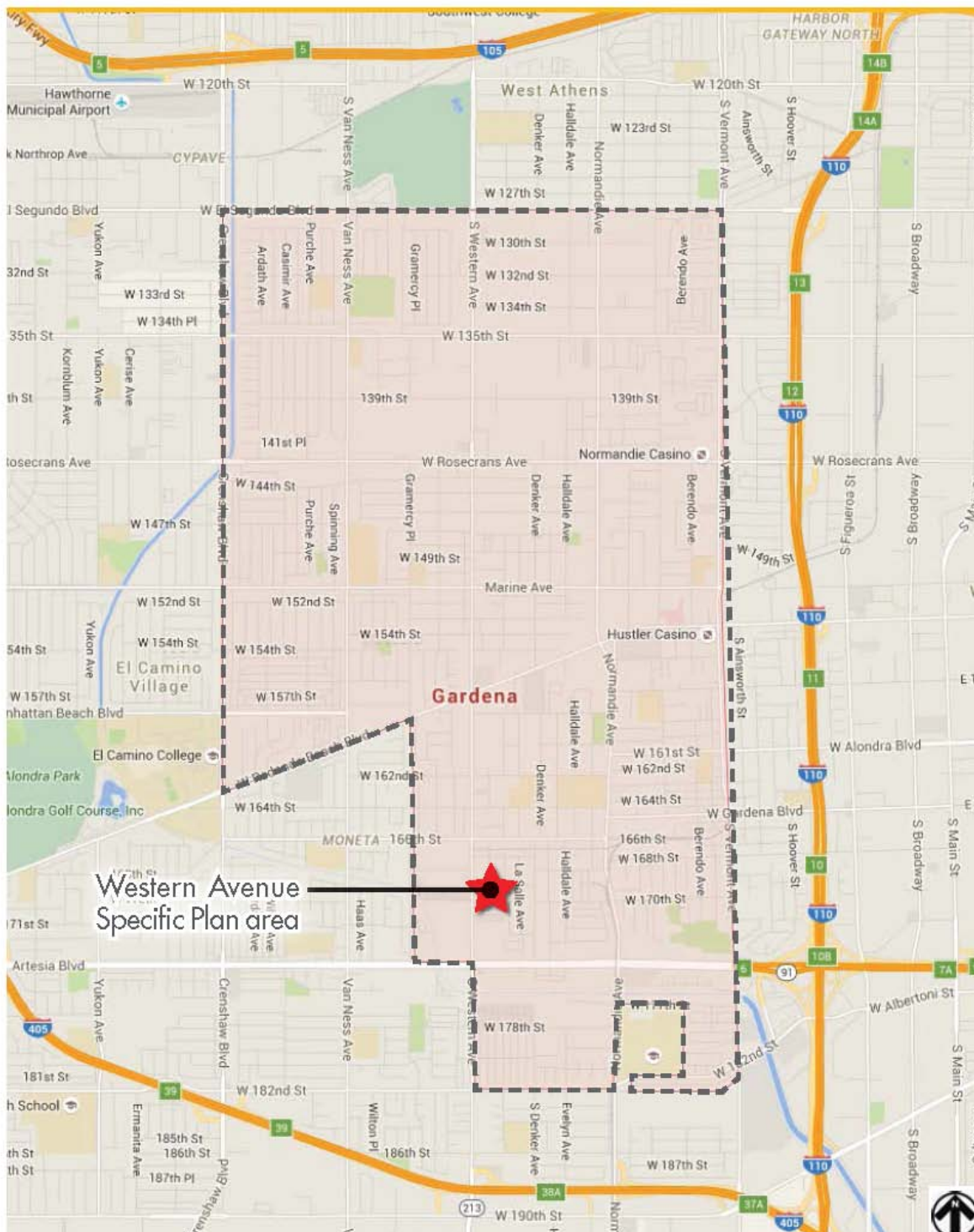
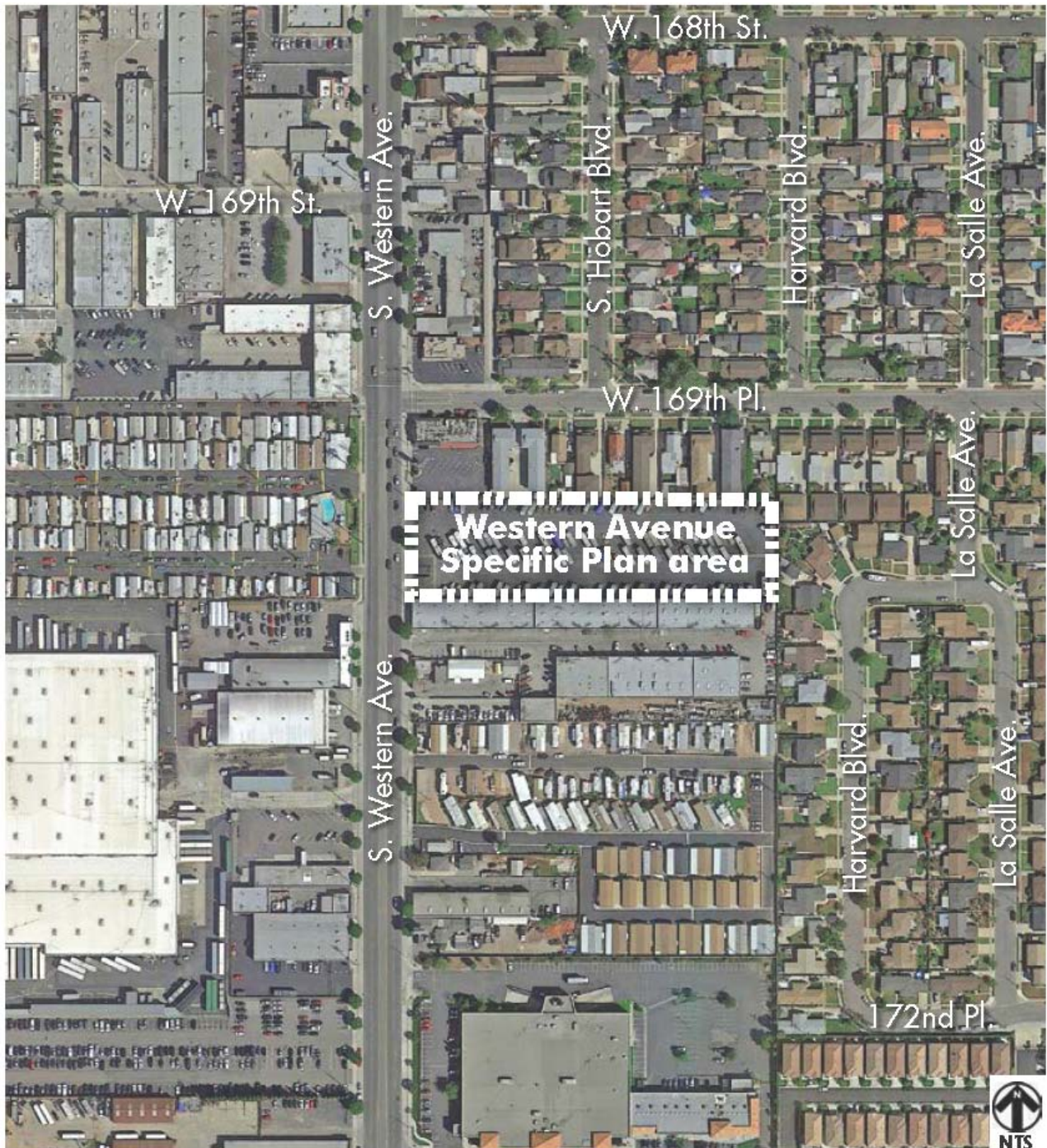


Exhibit 2-2  
Vicinity Map

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**Exhibit 2-3  
Aerial Photograph**

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## 2.2 PROJECT CHARACTERISTICS

### Project Description

The applicant, City Ventures, LLC, is proposing the redevelopment of the 2.31-acre property with 46 single-family attached residential dwelling units. The design concept for the Western Avenue Specific Plan is to create an infill neighborhood of 46 attached 3-story homes. All homes have at least three bedrooms and a den. There are multiple building configurations composed of two plan types. Four of the buildings are designed in a U-shape with 8 to 10 units in each building. Two buildings are located in a straight line configuration with 5 units each; one of these buildings front Western Avenue and the other faces the existing homes at the rear of the site. All of the buildings will be designed in a Contemporary theme. The homes range in size from 1,538 to 1,922 square feet. Table 2-1 summarizes the proposed Western Avenue Specific Plan.

**Table 2-1**

**Proposed Development Summary  
Western Avenue Specific Plan**

Plan	Total DUs	Minimum Floor Area	No. of Bedrooms	No. of Bathrooms	Coverage	Gross Area (Acres)	Gross Density DUs/Ac
1	22	1,538	3	2.5			
2	24	1,709	3 + Den/ Opt. 1 Bath	2.5 + Opt. 1 Bath			
Total	46				35%	2.31	20

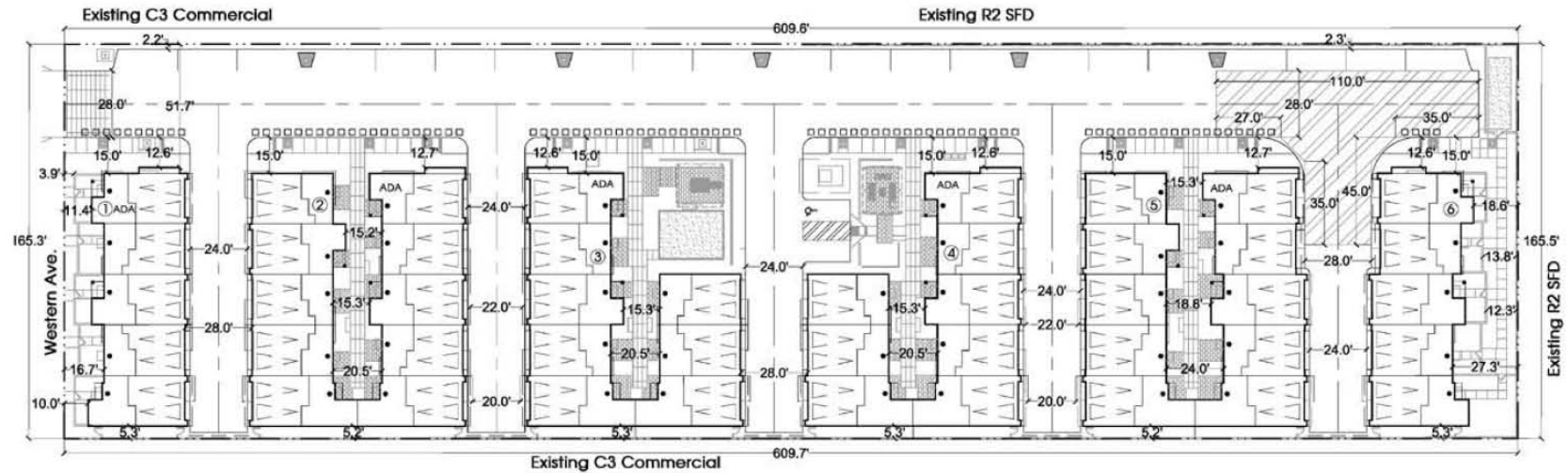
SOURCE: Draft Western Avenue Specific Plan (June 2016)

Each home has a direct access 2-car garage with additional guest parking provided along the northern driveway. An additional 23 guest parking spaces are also provided. All the homes will be designed to achieve meet Title 24 energy standards. Low-flow water fixtures, tankless water heaters, high-performance Energy Star, energy efficient appliances and materials will be provided. The landscape will be climate appropriate and designed for low water consumption. Only drought tolerant, low-water use, and non-invasive plant landscape will be planted. Highly efficient irrigation and ocean friendly storm water treatment will be installed. Two centrally located open space areas feature outdoor patio spaces with landscaping and turf area. A third open space at the end of the drive offers a turf area for dog play. Decoratively paved, semi-private atrium courtyards include a variety of drought-tolerant shrubs and small accent trees and seating opportunities. The climate-appropriate themed landscape with bright colors and varying textures will be maintained by the community's homeowner association (HOA) in the common open space and the atrium courtyard areas. The conceptual site plan is shown in Exhibit 2-4. The proposed Tentative Tract Map is illustrated on Exhibit 2-5.

### Project Phasing

Redevelopment of the site will necessitate site preparation (grading), infrastructure development, and construction of the 46 single-family homes. Site preparation and infrastructure improvements within the project boundary will be completed in the initial phase. These improvements include rough grading, storm drain, water, wastewater, dry utilities, and street improvements. Home construction phasing will be based on sales of homes in the previous phase. It is unclear at this time how many phases there will be. The number of phases and number of units in phases maybe altered from time to time. However, open space amenities will be constructed in the first development phase.

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#### Project Summary

Total Site Area:  $\pm$  2.31 Acres (100,809 S.F.)

Total Units: 46 Homes  
 • (22) Plan 1:  $\pm$  1,538 - 1,582 S.F., 3 Bed., 2.5 Bath, Den  
 • (24) Plan 2:  $\pm$  1,709 - 1,922 S.F., 4 Bed., 3.5 Bath

Density: 20.0 Homes per Acre

#### Parking:

Required: 115 Spaces (2.5 spaces per home)  
 • (46) @ 2 sp/home = 92 Spaces  
 • (46) Guest @ 0.5 sp/home = 23 Spaces

Provided: 115 Spaces (2.5 spaces per home)  
 • Garage: 92 Spaces  
 • Head In: 2 Spaces (9' x 20')  
 • Parallel: 21 Spaces (9' x 25')

#### Open Space:

Provided: 29,641 S.F. Total  
 • Common: 21,350 S.F.  
 • Private: 8,291 S.F.

Lot Coverage: 35,300 S.F. (35% of site)

☐ ☐ ☐ Trash Staging (2 bins per home)  
☐ ☐ ☐ ADA Accessible Unit Identification

Building Occupancy Group: R-3, U

Type of Construction:

Building Square Footage: Type VB Non-Rated  
 Building 1 (bldg 100): 11,807 S.F.  
 Building 2 (bldg 300): 23,785 S.F.  
 Building 3 & 4 (bldg 200): 19,140 S.F.  
 Building 5 (bldg 301): 23,899 S.F.  
 Building 6 (bldg 101): 11,800 S.F.

#### Notes:

1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed for planning, building, and fire departments for code compliance.
3. Some information per city engineer.
4. Civil engineer to verify all setbacks and grading information.
5. Building footprints might change due to the final design elevation.
6. Open space area is subject to change due to the building design of the elevation.
7. Building setbacks are measured from property lines to building foundation lines.

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16958 S. WESTERN AVENUE  
Gardena, CA

#### Conceptual Site Plan



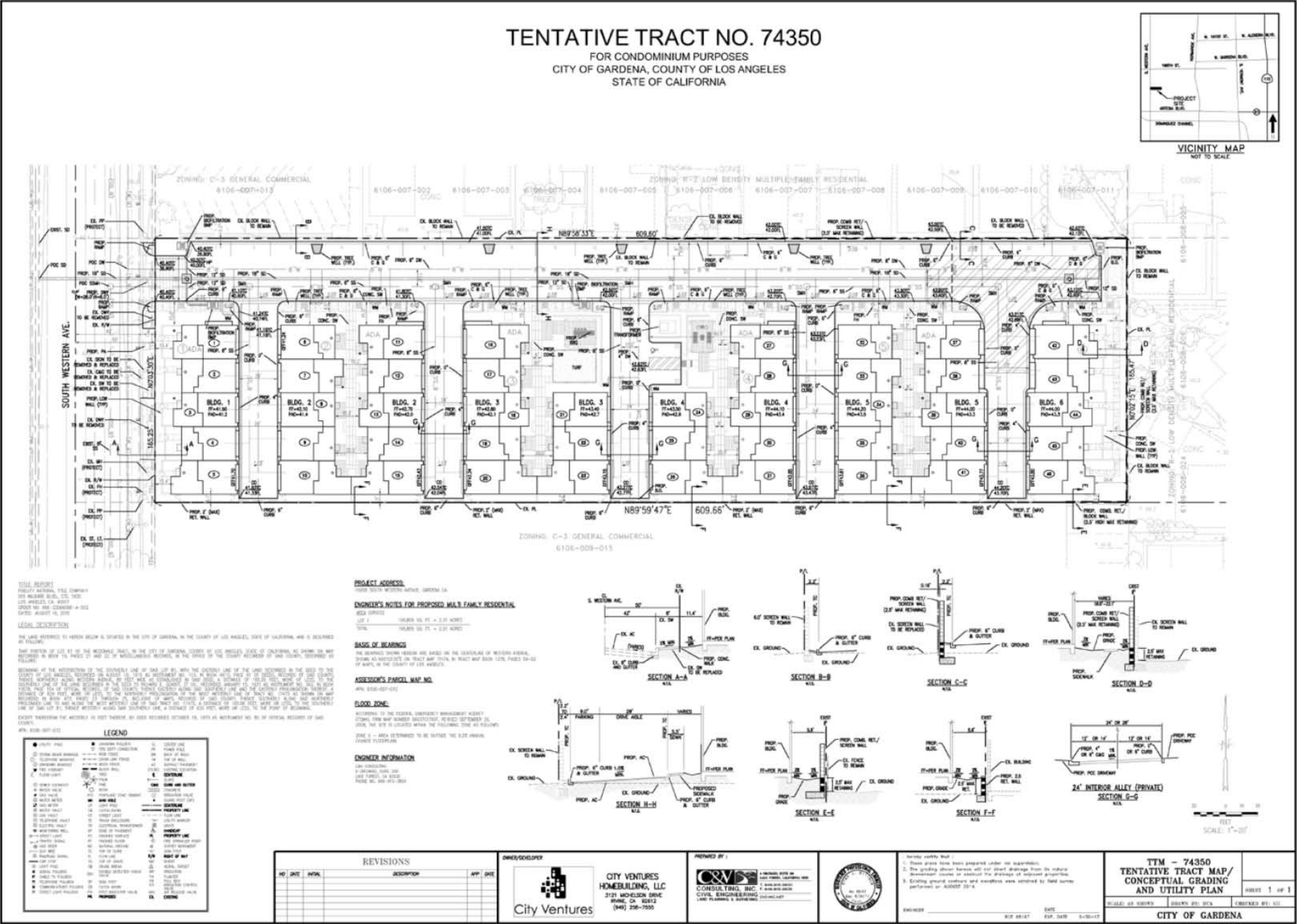
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## Exhibit 2-4 Conceptual Site Plan

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### Project Objectives

The goal of the Western Avenue Specific Plan is to encourage community rejuvenation and increase the choice of desirable housing options for families in the City of Gardena. Specifically, implementation of the Western Avenue Specific Plan is intended to achieve the objectives identified below:

- Provide housing opportunities responsive to the needs of the community including housing for families.
- Convert an under-utilized commercial site into a vibrant living environment.
- Create a cohesive enclave through progressive architectural and landscape design.
- Provide a desirable community where people will want to live.
- Promote indoor/outdoor living.
- Reduce the demand for domestic water through the use of water-wise landscape principles.
- Create a sustainable residential community that utilizes solar energy.

## 2.3 DISCRETIONARY APPROVALS

The project applicant is requesting approval of the following discretionary actions:

- General Plan Amendment from General Commercial to Specific Plan (Minimum of 20 dwelling units/acre)
- Zone Change from C-3 (General Commercial) to Western Avenue Specific Plan
- Western Avenue Specific Plan
- Tentative Tract Map 74350

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## 3.0 ENVIRONMENTAL SUMMARY

### 3.1 BACKGROUND

1.	<b>Project Title:</b> Western Avenue Specific Plan/TTM 74350
2.	<b>Lead Agency Name and Address:</b> City of Gardena 1700 West 162 <sup>nd</sup> Street Gardena, CA 90247
3.	<b>Contact Persons and Phone Numbers:</b> Mr. Raymond Barragan, Community Development Manager (310) 217-9546
4.	<b>Project Location:</b> 16958 South Western Avenue, Gardena, CA 90247
5.	<b>Project Sponsor's Name and Address:</b> Ms. Kim Prijatel, Project Manager City Ventures, LLC 3221 Michelson Drive Irvine, CA 92612
6.	<b>General Plan Designation:</b> General Commercial
7.	<b>Zoning:</b> C-3 (General Commercial)
8.	<b>Description of the Project:</b> The applicant is proposing a specific plan in order to redevelop the 2.31-acre site. Development would consist of 46 single-family attached residential condominiums at a minimum density of 20 dwelling units per acre (du/ac). The applicant is also requesting approval of Tentative Tract Map (TTM) 74350. Project implementation will require approval of a General Plan Amendment, Zone Change, Specific Plan, and Tentative Tract Map.
9.	<b>Surrounding Setting and Land Uses:</b> Land uses in the project area include low density multiple-family residential to the north, a mobile home park west of Western Avenue, a manufacturing center and auto body shop to the south, and one- and two-story single family residential dwelling units to the east.
9.	<b>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):</b> None

### 3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

### 3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4 (following) analyzes the potential environmental impacts associated with the proposed Western Avenue Specific Plan Project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Greenhouse Gas Emissions
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in Section 4 is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, and used by the City of Gardena in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study’s preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development’s impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

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## 4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study. Explanations are provided for each item.

### 4.1 AESTHETICS

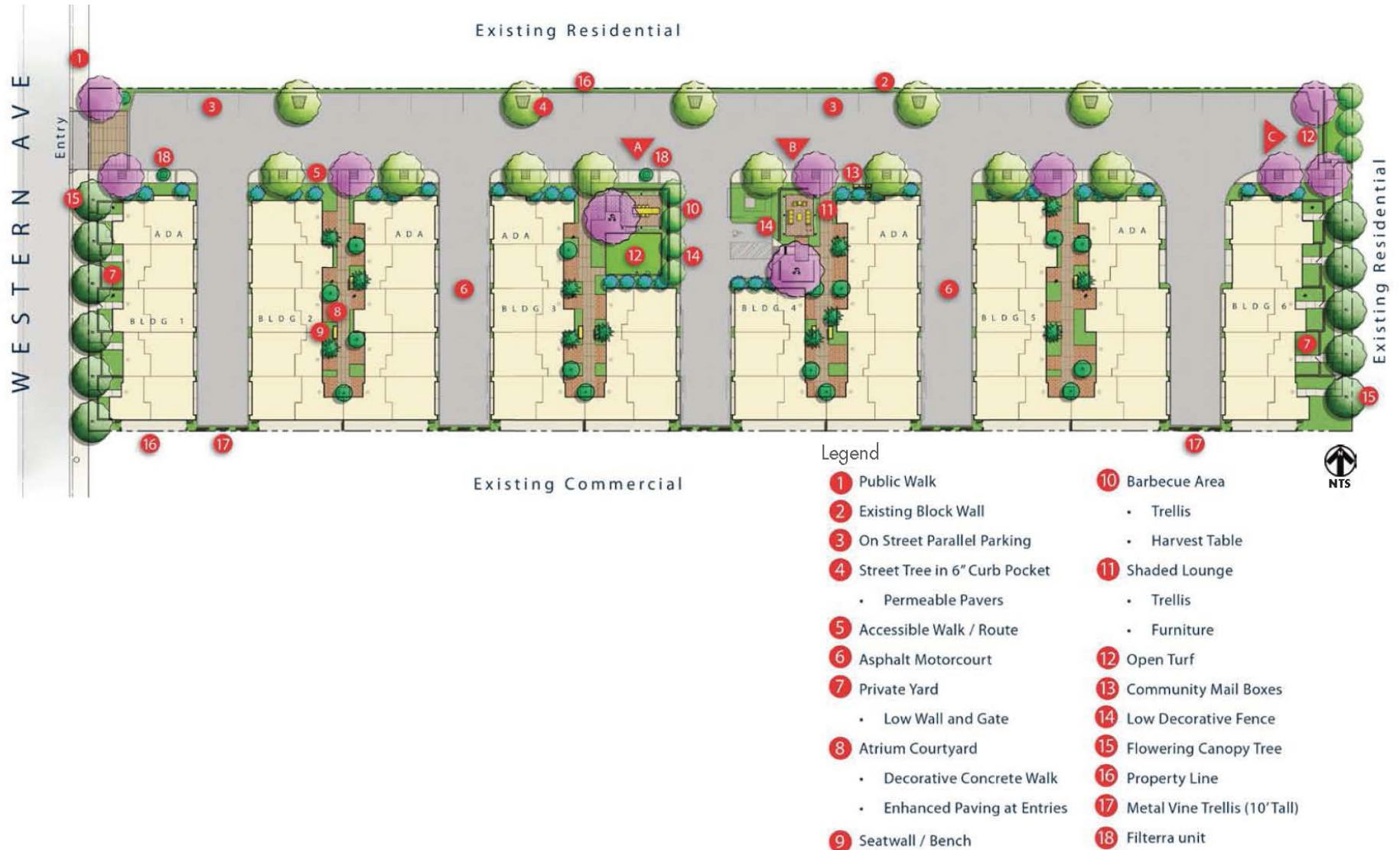
<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				■
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			■	

### Impact Analysis

#### 4.1(a) Have a substantial adverse effect on a scenic vista?

**No Impact.** The subject property is not located along a scenic highway or other designated scenic vista. The 2.31-acre site is located within a commercial and industrial area along Western Avenue, a heavily traveled arterial roadway that extends in a north-south direction through the City of Gardena. This arterial is not designated as a scenic corridor by the City. Further, this project site is not located near any designated scenic highways or scenic routes, and no scenic vistas exist along the affected roadway. The project is located within a highly urbanized area of Los Angeles County. The area in which the project site is located is intensively developed with a variety of land uses, including residential, commercial and industrial. The project has been designed in accordance with the standards established by the proposed Western Avenue Specific Plan; it also complies with applicable requirements prescribed by the Gardena Municipal Code. In addition, landscaping will be incorporated into the project site to enhance the aesthetic and visual character of the proposed residential project. Exhibit 4.1-1 (Conceptual Landscape Plan) illustrates the landscaping proposed for the project. The character of the proposed 46-unit single-family attached residential condominium development is illustrated in Exhibit 4.1-2. Neither the subject property nor the adjacent areas possess any significant visual or aesthetic resources that would be adversely affected, either directly or indirectly, by project implementation. No significant adverse visual impacts are anticipated as a result of converting the existing RV storage facility to a residential development.

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**Exhibit 4.1-1**  
**Conceptual Landscape Plan**

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Note: Artist's conception; colors, materials and application may vary.

(Refer To Landscape  
Drawing for Tree Location)

Plan 2

Plan 1

Plan 2

Plan 1

Plan 2

\*Note: Roof deck height is 34'-0". Some parapets may increase in height to 42" maximum from roof deck to screen AC condensers from view. Final location of AC condensers TBD.

**Exhibit 4.1-2**  
**Typical Building Elevation**

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

**No Impact.** As indicated above, the project is located in an urbanized area and the site neither possesses nor would the project affect any significant aesthetic resources, rock outcroppings and/or historic buildings. The subject property is currently used to park recreational vehicles and does not support any significant trees or other features that are considered to be important aesthetic amenities. Although conversion of the site from an RV storage park to a single-family attached residential development encompassing approximately 46 dwelling units will change the character of the site. However, conversion of the RV storage park as proposed would not result in damage to any important open space, recreational, or scenic resources. As indicated above, the project has been designed in accordance with the applicable requirements prescribed in the proposed Western Avenue Specific Plan and Municipal Code. Furthermore, the architectural character of the proposed structure will be compatible with the existing residential, commercial and industrial development in the project area. Therefore, no significant impacts to scenic resources are anticipated; no mitigation measures are required.

**4.1(c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**No Impact.** As indicated above, project implementation will result in the development of the site with 46 single-family attached residential dwelling units. Although conversion of the site from an RV storage park to a residential development will change the character of the site, it will not result in potentially significant damage to the aesthetic character of any important scenic resources as discussed above. Neither the site nor the surrounding area is designated as a scenic amenity. As previously described the project area is characterized by a variety of residential, commercial, and industrial development along the Western Avenue corridor. The architectural character of the proposed structure, including the landscaping, will be compatible with the existing development and would not create any visual or aesthetic impacts. Furthermore, design of the site and the proposed Western Avenue Specific Plan residential development will be subject to review by the City's Planning Commission, which will ensure that it is compatible with applicable design parameters and related requirements established by the City for the area. Therefore, no significant visual impacts are anticipated and no mitigation measures are required.

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

**Less than Significant Impact.** The subject property is used to store recreational vehicles and does not support any significant sources of light; therefore, the site currently generates only limited lighting. Implementation of the proposed project will result in the creation of additional lighting in the predominantly residential areas adjacent to and in the vicinity of the project site. However, the lighting will be similar in nature to that occurring in the adjacent neighborhoods to the north and east. Nonetheless, the proposed residential subdivision will be required to comply with Section 18.42.150 of the City's Zoning Code (refer to SC 1-1), which requires that lighting plans be submitted to the City to demonstrate that project lighting meets the prescribed parameters. In addition, lighting would also be controlled to ensure that glare on driveways, walkways and/or public thoroughfares does not occur. The lighting proposed for the project would be required to meet City standards and criteria and avoid the creation of intrusive lighting and glare. Therefore, potential lighting and glare impacts are anticipated to be less than significant.

**Standard Conditions**

SC 1-1 Prior to issuance of a building permit, the applicant shall prepare and submit security and lighting plans for review and approval by the City to ensure that safety and security issues are addressed in the design of the development. Lighting for the project shall ensure that lighting is adequate shielded and that it does not project onto adjacent properties.

## Mitigation Measures

No significant aesthetics impacts would occur as a result of project implementation and no mitigation measures are necessary.

## 4.2 AGRICULTURE AND FOREST RESOURCES

<i>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				■
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				■
d. Result in the loss of forest land or conversion of forest land to non-forest use?				■
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?				■

## Impact Analysis

### 4.2(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?*

**No Impact.** The site is not currently used for agriculture. Furthermore, neither the City of Gardena nor the State of California has designated the site or the area surrounding the project site as “agricultural” and no agricultural uses existing within the surrounding area. The project area, including the subject site, is designated

as “Urban and Built Up Land.”<sup>1</sup> Therefore, the proposed Western Avenue Specific Plan would not result in the conversion of either existing or potential farmland to a non-agricultural use. No impacts to agricultural resources will occur as a result of project implementation and no mitigation measures are required.

**4.2(b) Conflict with existing zoning for agricultural use or a Williamson Act contract?**

**No Impact.** The project site has been improved as a recreational vehicle (RV) storage park. The property is paved and supports the storage of several RVs. As indicated above, no agriculturally-zoned land exists on the site or in the immediate vicinity of the project and there are no existing Williamson Act Contracts covering the property or in the project area. Since there are no agricultural uses or Williamson Act contracts affecting the project site, project implementation would not result in any significant impacts (i.e., conflicts with existing zoning or Williamson Act contract) to potential agricultural uses. Therefore, no mitigation measures are required.

**4.2(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))?**

**No Impact.** There is no zoning for forest land in the City of Gardena and no areas within the City are classified as forest or timberland as defined by PRC Section 4526, including the subject property and surrounding area. Therefore, project implementation would not conflict with existing zoning for, or cause rezoning of, any forest or timberland. No significant impacts would occur and no mitigation measures are required.

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

**No Impact.** As indicated above, there are no forest lands present either on the subject property or in the City of Gardena. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur and no mitigation measures are required.

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

**No Impact.** No important farmland, agricultural activity, or forest and/or timberlands exist on the project site or in the surrounding area. Therefore, implementation of the proposed project would not result in environmental changes that would convert farmland to non-agricultural uses or forest land to non-forest uses. No impacts would occur and no mitigation measures are required.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant impacts to either agricultural or forest resources will occur as a result of project implementation; no mitigation measures are required.

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<sup>1</sup>State of California, The Natural Resources Agency; California Department of Conservation 2014 Los Angeles County Important Farmland Map.

## 4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			■	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			■	
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			■	
d. Expose sensitive receptors to substantial pollutant concentrations?			■	
e. Create objectionable odors affecting a substantial number of people?			■	

### Impact Analysis

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

**Less than Significant Impact.** The Federal Clean Air Act (1977 Amendments) required that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards. The SCAB could not meet the deadlines for ozone, nitrogen dioxide, carbon monoxide, or PM-10. In the SCAB, the agencies designated by the governor to develop regional air quality plans are the SCAQMD and the Southern California Association of Governments (SCAG). The two agencies first adopted an Air Quality Management Plan (AQMP) in 1979 and revised it several times as earlier attainment forecasts were shown to be overly optimistic.

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NO<sub>x</sub>) and for carbon monoxide (CO) and for particulate matter are shown in Table 4-1. Substantial reductions in emissions of ROG, NO<sub>x</sub> and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM<sub>10</sub> and PM<sub>2.5</sub> are forecast to slightly increase.

**Table 3-1**

**South Coast Air Basin Emissions Forecast  
Western Avenue Specific Plan**

<b>Pollutant</b>	<b>2012<sup>1</sup></b>	<b>2015<sup>2</sup></b>	<b>2020<sup>2</sup></b>	<b>2025<sup>2</sup></b>	<b>2030</b>
NO <sub>x</sub>	512	451	357	289	266
VOC	466	429	400	393	393
PM <sub>10</sub>	154	155	161	165	170
PM <sub>2.5</sub>	68	67	67	68	170
<sup>1</sup> 2012 Base Year. <sup>2</sup> With current emissions reduction programs and adopted growth forecasts.  SOURCE: Giroux & Associates (November 17, 2016) California Air Resources Board, 2013 Almanac of CEPAM					

The South Coast Air Quality Management District (SCAQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM<sub>10</sub>) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. The attainment date was anticipated to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM<sub>2.5</sub> standard.

Because projected attainment by 2021 requires control technologies that do not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation will allow a longer period of time for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification sets a later attainment deadline (2024), but also requires the air basin to adopt even more stringent emissions controls.

In other air quality attainment plan reviews, EPA has disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA has stated that the current attainment plan relies on PM-2.5 control regulations that have not yet been approved or implemented. It is expected that several rules that are pending approval will remove the identified deficiencies. If these issues are not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the ARB submittal to EPA as part of the California State Implementation Plan (SIP) is expected to remedy identified PM-2.5 planning deficiencies.

The federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the 2012 AQMP contains several control measures for the 8-hour

ozone standard that are equally effective for one-hour levels, the 2012 AQMP is believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP must therefore be adopted in 2016. Planning for the 2016 AQMP is currently on-going. The current attainment deadlines for all federal non-attainment pollutants are now as follows:

▪	8-hour ozone (70 ppb)	2037
▪	Annual PM-2.5 (12 g/m <sup>3</sup> )	2025
▪	8-hour ozone (80 ppb)	2024 (old standard)
▪	8-hour ozone (75 ppb)	2032 (current standard)
▪	1-hour ozone (120 ppb)	2032 (rescinded standard)
▪	24-hour PM-2.5 (35 g/m <sup>3</sup> )	2019

The key challenge is that NO<sub>x</sub> emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional NO<sub>x</sub> control measures are adopted and implemented, attainment goals may not be met.

The proposed project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has, therefore, been analyzed on a project-specific basis. As a result of the analysis conducted, the proposed project would not result in a potential conflict with or obstruction of the implementation of an air quality plan. As a result, potential impacts are less than significant.

**4.3(b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

***Less than Significant Impact.*** As previously indicated, the proposed project encompasses the conversion of the existing RV storage lot to the 46 single-family attached residential condominiums. The proposed project is generally consistent with all of the policies and requirements established in the Land Use Element of the Gardena General Plan related to residential development (refer to Table 10-1 in Section 4.10). Intensification of land uses in the South Coast Air Basin potentially impacts ambient air quality on two scales of motion. As cars drive throughout Southern California, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The impact associated with the proposed residential project is very small on a regional scale as indicated in the analysis of short-term (i.e., construction) impacts and long-term (i.e., operational) impacts. As indicated in the analysis in this section, both construction-related and operational-related pollutant emissions would be less than significant. Based on that analysis, it is anticipated that project implementation would not result in the violation of any air quality standard or contribute substantially an existing or projected air quality violation. No mitigation measures are required.

**4.3(c) *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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?***

***Less than significant Impact.*** Short-term (i.e., construction-related) and long-term (i.e., operation-related) air quality impacts anticipated to occur as a result of project implementation are identified and described in the analysis below.



### Construction Impacts

Although exhaust emissions will result from the operation of on and off-site equipment during the construction phase(s), the exact types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. Estimated construction emissions were modeled using CalEEMod2013.2.2 to identify maximum daily emissions for each pollutant during project construction.

The proposed project entails construction of 46 single family attached homes. Construction was modeled in CalEEMod2013.2.2 using default construction equipment and schedule for a project of this size as shown in Table 6 in Appendix C. Utilizing equipment fleet and durations shown in that table, the “worst case” daily construction emissions were calculated and are summarized in Table 3-2.

**Table 3-2**  
**Construction Activity Emissions Maximum Daily Emissions (pounds/day)**  
**Western Avenue Specific Plan**

Maximal Construction Emissions	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2017</b>						
Unmitigated	28.2	58.0	18.4	0.1	9.9	5.2
Mitigated	28.2	58.0	18.4	0.1	6.2	3.4
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
SOURCE: Giroux & Associates (November 17, 2016)						

Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied for this project was water was applied to exposed dirt surfaces three times per day to minimize the generation of fugitive dust during grading.

### Operational Impacts

Operational emissions were calculated using CalEEMod2013.2.2 for an assumed project build-out year of 2017 as a target for full occupancy. The project would generate 267 daily trips. In addition to mobile sources from vehicles, general development causes smaller amounts of “area source” air pollution to be generated from on-site energy consumption (primarily space heating, hot water and landscaping). These sources represent a minimal percentage of the total project NOx and CO burdens, and a few percent other pollutants. Table 3-3 provides a summary of the project-related operational emissions.

**Table 3-3**

**Daily Project-Related Operational Impacts  
Western Avenue Specific Plan**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	13.2	1.0	27.2	0.1	3.5	3.5
Energy	0.0	0.2	0.1	0.0	0.0	0.0
Mobile	0.6	2.8	7.9	0.0	2.0	0.6
<b>Total</b>	<b>13.8</b>	<b>4.1</b>	<b>35.2</b>	<b>0.1</b>	<b>5.5</b>	<b>4.1</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
SOURCE: Giroux & Associates (September 13, 2016)						

As reflected in Table 3-3, implementation of the proposed project would not result in the generation of pollution emissions that would exceed the SCAQMD operational emissions significance thresholds. Therefore, potential long-term air quality impacts would be less than significant; no mitigation measures are required.

**4.3(d) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant Impact.** Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

Localized Significance Thresholds

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). 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 developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500-meter source-receptor distances. For this project the nearest sensitive receptors are the residential uses adjacent to the project site such that the most conservative 25-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied. Table 3-4 summarizes the project-related LST thresholds and construction emissions

**Table 3-4**

**LST and Project Emissions (pounds/day)  
Western Avenue Specific Plan**

<b>LST 1.0 acre/25 meters SW Coastal Los Angeles County</b>	<b>CO</b>	<b>NOx</b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
LST Threshold	664	91	5	3
<b>Maximum On-Site Emissions</b>				
Unmitigated	18	32	8	5
Mitigated	18	32	4	3
Exceeds Threshold?	No	No	No	No
SOURCE: Giroux & Associates (September 13, 2016)				

LSTs were compared to the maximum daily construction activities. As seen in Table 3-3, emissions will meet the LST for construction thresholds with the application of the water on the exposed surfaces three times per day during grading activities as previously indicated.

**4.3(e) Create objectionable odors affecting a substantial number of people?**

**Less than Significant Impact.** Odors are one of the most obvious forms of air pollution to the general public. Odors can present significant problems for both the source and the surrounding community. Although offensive odors seldom cause physical harm, they can cause agitation, anger and concern to the general public. Most people determine an odor to be offensive (objectionable) if it is sensed longer than the duration of a human breath, which is typically 2 to 5 seconds. Land uses that result in or create objectionable odors typically include agriculture (e.g., livestock and farming), wastewater treatment plants, food processing plants, composting operations, refineries, landfills, etc.). The project does not include any use of the site that would be a source of potential odors. The only potential odors associated with the project are from the operation of diesel trucks and heavy equipment during construction of the proposed project. Any odors from the equipment emissions, if perceptible, are common in the environment and would be of very limited duration; no significant long-term project-related odors would occur as a result of the proposed project. Therefore, any odor impacts would be considered less than significant and no mitigation measures are necessary.

**Standard Conditions**

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, the following standard conditions shall be employed to minimize fugitive dust within the SCAB non-attainment area and proximity to residential uses.

SC 3-1            The following fugitive dust control and emissions exhaust control measures shall be implemented during the construction phase.

Fugitive Dust Control

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).

- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone
  
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard
- Sweep streets daily if visible soil material is carried out from the construction site

Exhaust Emissions Control

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better rated heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

### Mitigation Measures

Neither project-related construction emissions nor operational emissions are forecast to exceed the SCAQMD significance thresholds. Implementation fugitive dust and emissions control measures will minimize pollutant emissions. As a result, potential impacts are less than significant; no mitigation measures are required.

## 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				■
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				■
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?				■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				■
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?				■

## Impact Analysis

**4.4(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?***

**No Impact.** The project site encompasses approximately 2.31 acres on the east side of Western Avenue. The project site is improved as an RV storage park and is characterized by asphalt and concrete; no native habitat exists either within the limits of the project site or adjacent to the site on the east or west, which has been extensively altered and developed and urbanized. Project implementation includes the redevelopment of the site with 46 single-family attached residential dwelling units. No native habitat or sensitive plant or animal species exist either on or in the vicinity of the subject property. Therefore, the proposed development of the homes would not affect, either directly or indirectly, any important biological resources, including habitat and/or sensitive plants and animals. Furthermore, the project would not conflict with any long-range regional plans, policies, or regulations protecting biological resources. No impacts will occur as a result of project implementation.

**4.4(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?***

**No Impact.** As indicated above, the project site has been substantially altered and is covered by asphalt and concrete and is devoid of any native vegetation or habitat, including riparian habitat; no native or natural vegetation or plant communities exist on the site. As a result, no impacts will occur to riparian habitat.

**4.4(c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**No Impact.** As previously indicated, the project site has been significantly altered as a result of past site improvements associated the existing RV storage park. No protected wetlands as defined by Section 404 of the Clean Water Act would be affected, either directly or indirectly, as a result of project implementation. Therefore, no impacts to wetlands will occur.

**4.4(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?***

**No Impact.** The proposed project site encompasses 2.31 acres on the east side of Western Avenue that has been significantly altered. In addition, the site is surrounded by urbanization on all sides and throughout the City of Gardena, including high volume arterial roadways and related features that serve as physical barriers to wildlife migration. Furthermore, there is no open space or large areas of habitat in the project environs. Therefore, the subject property does not serve as a potential wildlife movement corridor. No significant impacts to wildlife movement are expected as a result of the project.

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

**No Impact.** The site is devoid of trees and landscaping. The site supports only recreational vehicles that are stored temporarily. No trees or other vegetation would be affected by the proposed project. The project will not conflict with any local policies or ordinances protecting biological resources, including trees. No impacts will occur.

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

**No Impact.** As previously indicated, the project site encompasses an improved RV storage park in the City of Gardena, which is surrounded by development. The site does not support any sensitive habitat and has been extensively disturbed by the urbanization that has taken place in the City. Furthermore, the highly disturbed project site and environs are detached from large areas of native habitat and/or open space. The site and area are intensively development and the proposed improvements to the existing arterial roadway would not conflict with any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

Project implementation will not result in any potentially significant impacts to biological resources; no mitigation measures are required.

**4.5 CULTURAL RESOURCES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		■		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			■	
d. Disturb any human remains, including those interred outside of formal cemeteries?				■

**Impact Analysis**

**4.5(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?**

**Less than Significant Impact.** No sites or structures are currently identified by the City of Gardena as local landmarks and none are listed on the state or federal registers of historic places. No historic resources exist within the limits of the proposed Western Avenue Specific Plan project. Project implementation would not adversely affect any historic resources, either directly or indirectly. Therefore, no impacts will occur to historic resources.

**4.5(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?**

**Less than Significant with Mitigation Incorporated.** Although the subject property is not intensively developed, it was previously used for agricultural purposes through the 1930s. As a result, both the surface and subsurface of the site have been altered by the past and present uses of the property. The area surrounding the project site is also intensively developed with a mix of residential, commercial, and industrial land uses. Therefore, based on the extent of development that has occurred not only on the project site but also in the project area, it is unlikely that significant cultural resources, including sacred lands, exist on the subject property. Nonetheless, pursuant to AB 52, the City of Gardena sent letters to each of the affected Native American Representatives requesting consultation. The 30-day consultation period ended on October 20, 2016. There was one response to the AB 52 Consultation notification. The representative of the Gabrieleño Band of Mission Indians – Kizh Nation expressed “... concerns for cultural resources” despite the alteration that has occurred on the site and the urbanization in the project area.

The subject property and the surrounding area are highly urbanized and characterized by development that involved extensive grading and significant landform modification in order to accommodate that development. Any archaeological sites near the surface of the ground would have been disturbed and/or destroyed by past grading activities that were necessary to accommodate the existing development. Although extensive grading and excavation will not be required in order to prepare the site project, it is unlikely that significant impacts to cultural or archaeological resources would be encountered as a result of project implementation due to the nature and extent of past landform alteration occurring on the site. Although potentially significant impacts would not be anticipated, in the unlikely event cultural materials are encountered during site preparation and grading, the City will require that a Native American monitor from the Garrieleño Band of Mission Indians – Kizh Nation will be present “... during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development (refer to MM 5-1). Implementation of MM 5-1 will ensure that any potentially significant impacts to cultural materials/resources would be avoided.

**4.5(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less than Significant Impact.** As indicated above, the project area is located within a highly urbanized area of the City of Gardena that has undergone significant landform alteration and site development. Any near-surface paleontological resources that may have existed at one time have likely been disturbed and/or destroyed by prior development activities. It is not likely that implementation of the project will result in any potential impacts to paleontological resources because of the prior development, demolition and remediation activities that have taken place both on the site and in the project area that have not yielded such resources. Therefore, no impacts are anticipated and no mitigation measures are required.

**4.5(d) Disturb any human remains, including those interred outside of formal cemeteries?**

**No Impact.** The project will not encompass any sites or properties that possess known cultural values. Specifically, no formal cemeteries are known to be located either on the project site or in the vicinity of the project area, and no human remains are known to exist within the project environs. Although project implementation will require landform alteration to implement the proposed 46-unit residential development, the discovery of human remains is not anticipated. As a result, no significant impacts are anticipated. However, in the unlikely event that human remains would be encountered, compliance with the State Health and Safety Code (Section 7050.5) and Public Resources Code (Section 5097.98), which require notification of the Los Angeles County Coroner and City of Gardena) will ensure that they are properly treated, if found on the site. Therefore, no impacts are anticipated.

## Standard Conditions

- SC 5-1            The project shall comply with the State Health and Safety Code (Section 7050.5) and Public Resources Code (Section 5097.98), which require notification of the Los Angeles County Coroner and City of Gardena) will ensure that in the event human remains are encountered during construction, they are properly treated.

## Mitigation Measures

Implementation of the standard condition cited above and the mitigation measure requiring monitoring during construction will ensure that potential impacts to cultural resources will be avoided or reduced to a less than significant level.

- MM 5-1            A Native American Monitor from the Gabrieleño Band of Mission Indians – Kizh Nation shall be retained by the applicant prior to issuance of a grading permit. The Native American Monitor shall be on site during all ground disturbances (including but not limited to pavement removal, post-holing, auguring, boring, grading, excavation and trenching) to protect cultural resources that may be present.

## 4.6 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				■
2) Strong seismic ground shaking?				
3) Seismic-related ground failure, including liquefaction?		■		
4) Landslides?				■
b. Result in substantial soil erosion or the loss of topsoil?			■	
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		■		
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?		■		
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				■



## Impact Analysis

**4.6(a)(1) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.** No known active faults are known to project through the site nor does the site lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. The closest known active fault is the Sierra Madre fault located about 2.8 miles from the site. Therefore, the potential for ground rupture due to a fault displacement beneath the site is considered very low. No impacts associated with ground rupture would occur as a result of project implementation.

**4.6(a)(2) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?***

The site is situated in a seismically active area that has historically been affected by generally moderate to occasionally high levels of ground motion. The site lies in relatively close proximity to several active faults; therefore, during the life of the proposed improvements, it can be expected that the property will probably experience similar moderate to occasionally high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. The potential probabilistic peak ground acceleration is estimated to be 0.43g for the site. Design and construction in accordance with the current California Building Code (CBC) requirements is anticipated to address the issues related to potential ground shaking.

**4.6(a)(3) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?***

**Less than Significant Impact with Mitigation Incorporated.** Engineering research of soil liquefaction potential conducted during the preparation of the Geotechnical Due Diligence Investigation indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

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

Based on the analyses conducted during the preparation of the Geotechnical Due Diligence Investigation, liquefaction may occur below the site during periods of strong ground motion. The analyses indicate that liquefaction could lead to a total settlement of the ground surface of up to approximately 4.5 inches due to seismic consolidation during liquefaction. Although site materials are lenticular, the general characteristics are relatively uniform across the site. Given this condition, differential settlement due to seismic settlement would likely be on the order of ½ of the total settlement estimated, or approximately 2.25 inches over 30 feet. Evaluations presented in reports for the adjacent sites indicate that lateral spreading is not a significant risk at the site.

Based on the State of California Special Publication 117A, hazards from liquefaction should be mitigated to the extent required to reduce seismic risk to “acceptable levels”. The acceptable level of risk is defined as, “that level that provides reasonable protection of the public safety” [California Code of Regulations Title 14, Section 3721 (a)]. The use of well-reinforced foundations, such as post-tensioned slabs, grade beams with structural slabs, or mat foundations have been proven to adequately provide basal support for similar structures during comparable liquefaction events. Implementation of these measures identified in MM 6-1 will ensure that potentially significant impacts associated with liquefaction would be reduced to a less than significant level.

**4.6(a)(4)    *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?***

**No Impact.** The site is neither characterized by steeply sloping topography nor located within an area identified by the California Geologic Survey (CGS) as having a potential for seismic slope instability. Geologic hazards associated with landsliding are not anticipated at the subject site. Therefore, no impacts from landsliding will occur as a result of project implementation.

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

**Less than Significant Impact.** Clearing, excavation, and grading associated with future development and improvements proposed for the site could expose soils to substantial short-term soil erosion or loss of topsoil. Future development would be subject to compliance with the City's standards erosion control, grading, and soil remediation. Grading Plans prepared for proposed development must include an approved drainage and erosion control plan to minimize the impacts from erosion and sedimentation during grading. Therefore, because the proposed Project must comply with local and regional requirements to reduce the potential for erosion, best management practices (BMPs) prescribed in the Stormwater Pollution Prevention Plan (SWPPP) shall be implemented during construction that that minimize the potential for erosion and control sediment/runoff as prescribed by the City of Gardena as a standard condition. As a result, project-related impacts are anticipated to be less than significant with the implementation of the BMPs and compliance with the City's grading ordinance.

**4.6(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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**Less than Significant Impact with Mitigation Incorporated.** In general, the upper portions of the alluvial deposits occurring on the site are considered unsuitable in their existing condition to support proposed structural fills and site development. This condition can be mitigated by removal and recompaction of unsuitable soils. The anticipated depth of removal to mitigate structural load-induced settlement is on the order 3 feet to 6 feet below existing grade or 3 feet below bottom of footings, whichever is deeper. Locally deeper removal may be required in the areas of existing foundation, basement and underground utilities. Removal and recompaction of the site materials will result in some moderate shrinkage and subsidence. Design of site grading will require consideration of this loss when evaluating earthwork balance issues. The artificial fill, residual soil, and alluvial deposits at the site are anticipated to be relatively easy to excavate with conventional heavy earthmoving equipment.

The exploration and laboratory testing conducted for the proposed project also indicated the existing surficial soils are compressible and may be collapsible. These materials would likely cause settlements beyond the tolerances of proposed site development. If the near surface compressible soils are removed and replaced as engineered compacted fill and at least 3 feet of engineered fill is placed below bottoms of footings, total and differential static settlements are anticipated to be 1 inch and ½-inch over 30 feet, respectively. These estimated magnitudes of static settlements are considered within tolerable limits for the proposed residential structures. Therefore, with the implementation of the grading recommendation (i.e., removal and recompaction of unsuitable soils), potential impacts would be reduced to a less than significant level.

**4.6(d)        *Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?***

**Less than Significant Impact with Mitigation Incorporated.** Based on laboratory test results and the USCS visual manual classification, the near-surface soils at the site are generally anticipated to possess a very low expansion potential. Although potential impacts associated with expansive soils are anticipated to be less than significant, additional testing for soil expansion will be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm these conditions (refer to MM 6-4).

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

**No Impact.** There are adequate sewer facilities within the affected roadways in the project area. Although project implementation would result in an increase in the generation of raw sewage associated with site development, the increase in the demand on current sewer facilities and/or the need for additional sewer facilities from project implementation would not be significant. No septic tanks would be required. No impacts associated with inadequate soils conditions related to septic tanks or alternative waste water disposal systems are anticipated and as a result of project implementation.

**Standard Conditions**

- SC 6-1 Prior to the issuance of a grading permit, a final geotechnical investigation report shall be prepared for design, permitting and construction and the developer shall comply with all recommendations. If for any reason the final geotechnical investigation report discloses an unforeseen problem that results in a problem that cannot be mitigated, all work shall cease and the project shall be reevaluated and additional environmental review shall be conducted, if determined necessary.
- SC 6-2 Design and construction shall comply with the current California Building Code (CBC) requirements in effect at the time of plan submittal to address the issues related to potential ground shaking.

**Mitigation Measures**

- MM 6-1 Potential hazards from liquefaction shall be mitigated to the extent required to reduce seismic risk to “acceptable levels” as defined by California Code of Regulations Title 14, Section 3721(a).<sup>2</sup> The use of well-reinforced foundations, such as post-tensioned slabs, grade beams with structural slabs, or mat foundations have been proven to adequately provide basal support for similar structures during comparable liquefaction events.
- MM 6-2 During future rough grading, the existing sewer system, RV dump system, and other existing underground improvements will require proper abandonment or removal. If onsite disposal systems are encountered during site development, the septic tank shall be completely removed from the site and seepage pits should be properly abandoned in accordance with the requirements established by the government agencies.
- MM 6-3 The presence of the existing offsite improvements may limit removals of unsuitable materials adjacent to the property lines. Special grading techniques, such as slot cutting, may be required adjacent the property lines where offsite improvements are nearby.
- MM 6-4 Prior to the issuance of a grading permit, additional testing for soil expansion will be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm the existing very low soil expansion conditions.
- MM 6-5 Conventional shallow foundations are not suitable for use in supporting the proposed residential structures but would be suitable for other non-habitable structures such as retaining walls and screen walls. Residential structures are anticipated to require support by post-tensioned slab or post-tensioned mat foundations (refer to MM 6-1).

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<sup>2</sup> The acceptable level of risk means, “that level that provides reasonable protection of the public safety” [California Code of Regulations Title 14, Section 3721 (a)].

- MM 6-6 Subsequent to rough grading and prior to construction of foundations and other concrete work, additional testing for soluble sulfate content will be required to confirm the soluble sulfate conditions in the underlying soil.
- MM 6-7 Unsuitable soils shall be removed and recompacted during grading to ensure that subsidence is minimized.

#### 4.7 GREENHOUSE GAS EMISSIONS

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

#### Impact Analysis

##### 4.7(a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less than Significant Impact.** Development of the proposed 46-unit single-family attached residential condominium project would occur in approximately one year. Implementation of the proposed project would result in the generation of both short-term (i.e., construction) and long-term (operational) GHG emissions as discussed below.

##### Construction Impacts

The project is assumed to require less than one year for construction. During project construction, the CalEEMod2016.3.1 computer model predicts that the construction activities will generate an estimated 357 MTCO<sub>2</sub>e emissions during construction, which equates to 11.9 MTCO<sub>2</sub>e over the 30-year amortization period as reflected in Table 7-1.

**Table 7-1**

##### Construction Emissions (Metric Tons CO<sub>2</sub>e) Western Avenue Specific Plan

	MTCO <sub>2</sub> e
Year 2017	357.0
<b>Amortized</b>	<b>11.9</b>
SOURCE: Giroux & Associates (November 2016)	

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant.

#### Operational Impacts

The total operational and annualized construction emissions for the proposed project are identified in Table 7-2, including the annual amortized construction emissions. Total project GHG emissions would be substantially below the proposed significance threshold of 3,000 MT suggested by the SCAQMD. Therefore, the project would not result in generation of a significant level of greenhouse gases. No significant impacts would occur as a result of project implementation; no mitigation measures are required.

**Table 7-2**

**Proposed Uses Operational Emissions  
Western Avenue Specific Plan**

Consumption Source	MTCO <sub>2</sub> e Emissions
Area Sources	15.5
Energy Utilization	129.6
Mobile Source	396.1
Waste	10.6
Water	23.3
Construction	11.9
<b>Total</b>	<b>587.0</b>
Guideline Threshold	3,000
Exceeds Threshold?	No
SOURCE: Giroux & Associates (November 2016)	

**4.7(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less than Significant Impact.** “Greenhouse gases” (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” These greenhouse gases contribute to an increase in the temperature of the earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statutes and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on- and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

In 2015, the City of Gardena, in conjunction with South Bay Cities Council of Governments, with funding by Southern California Edison (SCE) and the Southern California Gas Company, adopted an energy efficiency climate action plan (EECAP). Although the EECAP is heavily focused on the GHG reduction options applicable to municipal government, it contains a variety of discretionary actions available to development within the City of Gardena. The EECAP incorporates a limited number of goals and associated implementation measures that are directly applicable to an individual development project. Because of the relatively small scope of the proposed project (46 townhome/condo units), the opportunity to implement substantial GHG reduction measures on a project specific basis is equally small. The EECAP goals/measures for small developments that would insure consistency with GHG plans, programs and policies include:

- Exceed energy efficiency Title 24 minimums
- Increase water efficiency through SBX7-7<sup>3</sup>
- Re-use recycled/gray water and harvest rainwater
- Encourage tree planting for shade and carbon sequestration
- Use light reflecting ground surfaces and roofs

Because GHG emissions significance thresholds would not be exceeded by the limited scope of the proposed project, these measures are expressed as recommendations rather than as mandatory mitigation measures. However, the complete disregard for these measures could be construed as inconsistency with the EECAP in any CEQA finding. All the homes will be designed to achieve meet Title 24 energy standards. Low-flow water fixtures, tankless water heaters, high-performance Energy Star, energy efficient appliances and materials will be provided. The landscape will be climate appropriate and designed for low water consumption. Only drought

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<sup>3</sup>Senate Bill X7-7 was enacted in November 2009, requiring all water supplies to increase water use efficiency. The bill also requires, among other things, that the Department of Water Resources, in consultation with other state agencies, develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

tolerant, low-water use, and non-invasive plant landscape will be planted. Highly efficient irrigation and ocean friendly storm water treatment will be installed.

#### Standard Conditions

No standard conditions are required.

#### Mitigation Measures

No significant GHG impacts will occur as a result of project implementation and no mitigation measures are required.

## 4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			■	
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?			■	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				■
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?				■
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 for people residing or working in the project area?				■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				■
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				■

A Phase I Environmental Site Assessment (ESA) and a Phase II ESA were prepared for the proposed project by Stantec to determine the potential for potential hazardous materials and/or conditions to exist on the subject property. The findings and recommendations of the Phase I ESA and Phase II ESA are summarized below.

## Impact Analysis

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

**Less than Significant Impact.** Project implementation includes the redevelopment of an existing site that is currently paved and utilized as a Recreational Vehicle (RV) storage facility. Project implementation includes the redevelopment of the site with 46 single-family residential townhome dwelling units on the 2.31-acre site. With the exception of typical construction materials and herbicides and pesticides used for lawn and garden maintenance, the proposed townhome development will not involve the use of hazardous materials or substances either during construction or following development of the site as proposed. Further, the proposed land use would not require transporting hazardous materials after the 46 single-family attached residential dwelling units are occupied. Therefore, project implementation will not result in a significant impact regarding the transportation of hazardous materials in the area of the subject property. No significant impacts are anticipated and no mitigation measures are required.

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

**Less than Significant Impact.** As indicated previously, a Phase I ESA was conducted by Stantec to determine that nature and extent of potential contamination that may occur on the site. The ESA includes a government records search to identify potentially contaminated properties located within a one-mile radius of the subject property. However, no evidence of the use or storage of hazardous materials was noted based on the records search conducted through Environmental Data Resources, Inc. (EDR). The Environmental Protection Agency's map of Radon Zones assigns each of the 3,141 counties in the United States to one of three zones. The zone designations were determined by assessing five factors that are known to be important indicators of radon potential, including: indoor radon measurements, geology, aerial radioactivity surveys, soil parameters and foundation types. The subject property falls within Zone 2, which includes counties having a predicted average indoor radon screening level of less than two to four Pico curies per liter (pCi/l) of air. There is a low potential for radon on the site. Based upon these results, radon is unlikely to adversely impact the subject property.

Because no permanent structures exist on the subject property, it is anticipated that neither asbestos-containing materials (ACM) nor lead-based paint (LBP) would be expected to occur on the site. However, the Property is paved with asphalt, which sometimes contains a stress absorbing fabric marketed as Petromat® this is used in asphalt paving operations. The tack coating often associated with this material sometimes contains asbestos. Therefore, it will be necessary to conduct an inspection of the asphalt for the presence of Petromat and, if observed, sampling the Petromat for the presence of asbestos. In addition, the site had previously been used for agricultural production between the 1930s and 1960s. Because, agricultural uses typically involve the application of pesticides and the Phase I ESA concluded that the potential for residual organochlorine pesticides and the heavy metals that typically accompany herbicide application represents a recognized environmental condition (REC) to the site. As a result, the Phase I ESA recommended that soil sampling be conducted on the site to evaluate if these chemicals exist at levels of concern to residential development of the site.

The Phase II ESA included sampling of both the asphalt covering the site and the underlying soils to determine the nature and extent of any asbestos and/or pesticide contamination. Based on the asphalt samples taken, it was concluded that that asbestos in Petromat does not represent an environmental concern to the Site and recommends no further investigation regarding this issue. In addition, the sampling results revealed that pesticides and lead in the soil samples are below regulatory action levels and arsenic is within naturally-occurring regional background levels. As a result, the historical agricultural use of the site represents neither a REC nor a human health risk in light of the contemplated residential use of the site. No hazardous or potentially hazardous conditions are known to exist on the subject property. Potential impacts are less than significant; no mitigation measures are required.



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

**No Impact.** No schools are located within one-quarter mile of the subject property. Furthermore, the project proposes only single-family residential townhomes, which are not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste. As a result, no impact will occur.

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

**No Impact.** A regulatory agency database search report included in the Phase I ESA was obtained from Environmental Data Resources, Inc. (EDR), a third-party environmental database search firm. Based on the database search, it was determined that the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.<sup>4</sup> In addition, other state, regional and local database searches were also conducted, which revealed that the site is not listed or identified by those sources. Therefore, no impacts will occur as a result of project implementation.

**4.8(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 for people residing or working in the project area?***

**No Impact.** Several airports exist in the Los Angeles basin. The airports closest to the project site are Compton/Woodley Airport and Hawthorne Municipal Airport. Compton/Woodley Airport is located four miles east of the project site and Hawthorne Municipal Airport is located four miles northwest of the project. Los Angeles International Airport (LAX) is located 10 miles northwest of the project site. In addition, Torrance Airport (Zamperini Field) is located seven miles to the southwest. Although several aviation facilities are located within 10 miles of the site, the proposed project is not located within the Part 77 Notification area of any of the surrounding airports. The project site is not located within any of the above-mentioned airport land use plans and is not located within two miles of a public use airport. Thus, project implementation would not result in any potential aviation-related safety impacts.

**4.8(f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

**No Impact.** The project area is not located in the vicinity of a private airstrip. Implementation of the multiple-family residential development project will not result in potential adverse impacts, including safety hazards associated with a private airstrip, to people residing or working in the project area. Therefore, no impacts will occur as a result of project implementation and no mitigation measures are necessary.

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

**No Impact.** The City's Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The City's EOP establishes the emergency organization, assigns tasks, and specifies policies and general procedures. The EOP is designed to include Gardena in the overall California SEMS which provides a framework for coordinating multi-agency responses in the case of emergencies. Project implementation would result in the redeveloped may of an existing RV storage lot on Western Avenue with 46 single-family townhome dwelling units. Access to the proposed project is planned to be provided via a single driveway on Western Avenue. The proposed project site driveway will be located along the westerly property frontage (i.e., along Western Avenue) at the northwest corner of the project site. The planned project site driveway will be situated

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<sup>4</sup>"Phase I Environmental Site Assessment – RV Storage Lot 16958 Western Avenue, Gardena, CA;" Stantec; October 12, 2015.

in essentially the same location as the existing northerly site driveway. The proposed project site driveway will accommodate left-turn and right-turn vehicular ingress and egress turning movements. The project site driveway will be constructed to City of Gardena design standards. As a result, project implementation would not adversely affect or interfere with the adopted emergency response plan.

**4.8(h) *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

**No Impact.** The subject property is located within an urbanized area of the City of Gardena. No natural habitat and/or significant native or introduced vegetation exists within the project environs. Furthermore, the site is not characterized by steep slopes and high fuel loading and the site is not identified as being located within a high over very high fire hazard area by the Los Angeles County Fire Department. As a result, the proposed improvements are not subject to the potential for wildland fires. No impacts resulting from wildland fires will occur if the project is implemented, and no mitigation measures are necessary.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

Project implementation would not result in any potentially significant hazards/hazardous materials impacts; no mitigation measures are required.

**4.9 HYDROLOGY AND WATER QUALITY**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			■	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			■	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			■	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			■	
e. Create or contribute runoff which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			■	
f. Otherwise substantially degrade water quality?			■	

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				■
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				■
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				■
j. Inundation by seiche, tsunami, or mudflow?				

## Impact Analysis

### 4.9(a) Violate any water quality standards or waste discharge requirements?

**Less than Significant Impact.** Implementation of the project includes development of the 3.21-acre subject property with 46 single-family townhome residential dwelling units. The project environs are currently developed with a variety of land uses and structures, residential to the north and east. Project implementation will result in some grading that would expose the underlying soils to potential erosion that could affect water quality. Although project implementation may not result in any significant direct violations of water quality objectives as a result of the implementation of the requisite Best Management Practices (BMPs) pursuant to the Low Impact Development (LID) Plan, the potential erosion and short-term effects of the construction activities could adversely affect water quality. Implementation of the BMPs outlined in the preliminary LIP will ensure that development of the site as proposed will not violate any discharge requirements established by the Regional Water Quality Control Board.

In its present condition, surface runoff sheet flows from east to west towards Western Avenue. A storm drain system currently does not serve the site but the runoff generated on the property flows into Western Avenue and is captured by existing curb inlets north of the site. The inlets are connected to an existing 39-inch reinforced concrete pipe, which flows southerly and into the Dominguez and Dominguez Channel Estuary before being discharged into the Pacific Ocean. The Dominguez Channel, listed on the 303(d) list for ammonia, indicator bacteria, lead, toxicity, and zinc. In addition, the Dominguez Channel Estuary is listed for ammonia, benthic community effects, benzo(a)pyrene, benzo(a)anthracene, chlordane, chrysene, coliform bacteria, DDT, dieldrin, lead, PCBs, phenanthrene, pyrene, sediment toxicity, and zinc. The residential component of the project has potential pollutants of pathogens, oxygen demanding substances, oil and grease. Anticipated pollutants are nutrients, pesticides, sediments, trash and debris. Potential pollutants generated by the parking lot component include nutrients, pesticides, sediments, and oxygen demanding substances. Anticipated pollutants from the parking lot include heavy metals, trash and debris, and oil and grease.

The County of Los Angeles Low Impact Development Standards Manual lists preference for selection of BMPs which includes retention-based stormwater quality control measures, biofiltration, vegetation-based storm quality control measures, and/or treatment-based stormwater quality control measures. The proposed project has selected vegetation-based storm quality control measures using a Tree well (biofiltration chamber) at one location as the primary BMP.

As infiltration is the primary mechanism for reducing stormwater runoff for all retention-based stormwater quality control measures (with the exception of harvest and reuse control measures), these control measures were not utilized. This is due to infiltration being cost prohibitive and the local availability of city storm drain with available capacity. However, roof gutters will discharge to landscape areas using splash blocks when possible creating a passive bio treatment in small planter areas prior to interception by an area drain system, catch basin, and storm drain system. All runoff from the site is tributary to the proposed onsite bio filtration

tree well system. Additionally, harvest and reuse measures are also considered as infeasible for this type of development due to the size of the buildings and the number of downspouts for each building. The cost of providing cisterns and pumps throughout the site would be cost prohibitive and is only effective during the rainy season.

The implementation of tree wells is considered as a vegetation-based storm quality measures and uses the same principles as biofiltration. Tree wells were selected for their reduced footprint than that of a normal biofiltration system. Biofiltration is preferred over treatment-based proprietary stormwater quality control measures.

Structural BMPs shall be installed by City Ventures, the developer, through the construction and development of the project; planting and irrigation systems shall be designed by licensed landscape architects and installed by qualified contractors to specifications and standards of the City of Gardena. The structural BMPs used for this project are summarized below. Project proponents shall implement site design concepts that achieve the minimization of stormwater pollutants of concern and the peak stormwater runoff discharge rate. The proposed source control and treatment BMPs included in the LID are summarized below.

- Roof Runoff Controls

All roof runoff will be collected and directed to splash blocks then onto grass or vegetated swales before discharging to the street or storm drain system. Area drains within the onsite landscaping between buildings within Drainage Management Area (DMA) areas B1-B3 will flow to onsite bio-filtration systems where flows will be treated.

- Efficient Irrigation

As part of the design of all common area landscape irrigation shall employ water conservation principals, including, but not limited to, such provisions as water sensors, programmable irrigation times (for short cycles), etc., will be used. Such common areas will be maintained by the HOA.

- Storm Drain Signage

Storm Drain Signage will be provided on all proposed on-site catch basins to prevent residents from discarding pollutants to the storm drain system and potentially obstructing the proposed BMP treatment facility. The placard or stencil will indicate the ultimate destination of the runoff entering the device. This stencil shall be weatherproof and visible at all times. The HOA will be responsible for maintaining the signage after the construction is completed.

Due to the condition of the soil, infiltration is not feasible; therefore for water quality treatment requirements four Biofiltration Systems are proposed to intercept the first 0.9 inch of rainfall, the 85th percentile 24-hr storm event. A Low Impact Development (LID) plan has been prepared according to the Los Angeles County Department of Public Works standards to address water quality calculations. Harvest and reuse measures are also considered infeasible for this type of development due to the size of the buildings and the number of downspouts for each building.

**4.9(b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

**Less than Significant Impact.** As previously indicated, the project site is covered with asphalt paving and is 97 percent impervious. All of the storm runoff generated on the site is directed to existing storm drain facilities and is conveyed to the Dominguez Channel before its ultimate discharge into the Pacific Ocean. Project implementation would increase the amount of pervious surface on the site by about 11 percent, which would potentially increase percolation. Project implementation would not directly lead to the lowering of a local

groundwater table or adversely affect groundwater production. Potential impacts are less than significant; no mitigation measures are required.

**4.9(c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?***

**Less than Significant Impact.** As previously indicated, the site currently sheet flows from east to west towards Western Avenue. Similarly, in the post-development condition, the on-site storm drain system would consist of a main line flowing from east to west, with localized curb inlet biofiltration catch basins to treat the required runoff in accordance with the Los Angeles County LID requirements (refer to 4.9(a)). Once treated, the flows would be conveyed to the existing 39-inch RCH located in Western Avenue. The drainage system will also meet the City of Gardena and Los Angeles County requirements for water quality. As a result, potential impacts will be less than significant; no mitigation measures are required.

**4.9(d) *Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?***

**Less than Significant Impact.** The project site is located at 16958 South Western Avenue and encompasses a single parcel of approximately 2.31 acres within a highly urbanized area of Gardena in Los Angeles County. The project site is currently occupied as a recreational vehicle parking lot. Along the Western Avenue frontage there is continuous curb/gutter and sidewalk with two existing driveway approaches to provide access to the onsite parking lot. Approximately 2.24 acres (97 percent) of the site is impervious and is covered by an asbestos parking lot. The project site currently consists of a commercial trailer park and is classified under the Los Angeles County Hydrology Manual as a “commercial site” and is only three percent pervious. The proposed developed condition consists of 46 townhomes, which will decrease the impervious area of the site. Following redevelopment, the site will be 86 percent impervious, which increases the pervious area to 14 percent.

The site currently drains west through an onsite drain and surface flows into South Western Avenue. Flows from the site then proceed north into a City of Gardena owned and maintained catch basin at the intersection of 169th Place and South Western Avenue. Flows then enter a city owned 39-inch reinforced concrete pipe (RCP) Flood Control facility and continue south and enter Dominguez Channel a Los Angeles County Flood Control Facility. The Dominguez Channel then proceeds in a south westerly direction and eventually outlets into Long Beach East Basin and Harbor and ultimately discharges into the Pacific Ocean.

In the developed condition, onsite flows from the site will be collected into the onsite storm drains by curb and gutter and will flow west into the main drive aisle and will be treated by biofiltration catch basins located in the drive aisles. These flows will then be conveyed by the onsite 18-inch storm drain system that will flow west and enter a City of Gardena owned and maintained 39-inch RCP pipe that then proceeds south and outlets into the Dominguez Channel Los Angeles County Flood Control Facility and will enter the City of South Gate flood control facility within Imperial Highway. These flows will then finally terminate in the Pacific Ocean. Table 9-1 summarizes the 24-hour storm flow rates and volumes for the existing and post-development conditions. As indicated in the table, project implementation will result in a decrease in the peak flow rates and volumes generated on the project site when compared to the existing conditions. These decreases are due to the increase in the pervious surface of the proposed project.

**Table 9-1**

**Summary of 24-Hour Flow Rates and Volumes  
Western Avenue Specific Plan**

Storm Event	Existing Conditions		Post-Development Condition	
	Peak Flow Rate (cfs)	Volume (cfs)	Peak Flow Rate (cfs)	Volume (cfs)
2-Year	1.48	16,639	1.33	14,985
10-Year	3.44	30,745	3.24	27,870
25-Year	4.42	37,829	4.39	34,378
50-Year	5.28	43,103	5.27	39,237
100-Year	6.23	48,381	6.25	44,113
SOURCE: C&V Consulting Inc. (September 2016)				

The required water quality treatment flow rate will be met using proprietary biofiltration systems based on the calculated peak flow rate that meet the requirements of the MS4 Permit and LID Standards. The majority of the flow will surface flow into the proposed curb and gutter and enter the biofiltration systems through a curb inlet. Any storm water within landscape areas will be conveyed via an area drain system into the biofiltration systems. The proprietary biofiltration systems have been designed to meet the 1.5 times the required treatment flow rate. Each subarea was sized based on Catch Basin Allotment that prorates based on tributary area. Table 9-2 reflects the water quality calculations to reduce storm flows associated with the proposed project. Post-development water quality design is based on the governing 85<sup>th</sup> percentile flow rate calculation reflected in Table 9-2.

**Table 9-2**

**Summary of Water Quality Calculations  
Western Avenue Specific Plan**

	Volume (cf)	Peak Flow Rate (cfs)	X1.5 Peak Flow Rate (cfs)
0.75-inch depth	4,914	0.29	0.44
85 <sup>th</sup> Percentile	6,225	0.39	0.59
SOURCE: C&V Consulting Inc. (September 2016)			

Post-development flows from the development will be discharged into a City of Gardena Storm Drain system. As a result, there will be no Allowable-Q provided from the Los Angeles County Flood Control District due to the offsite storm drain systems being owner and maintained by the City of Gardena. The drainage design for the proposed project meets or exceeds the level of urban flood protection as described in the Los Angeles County Department of Public Works Hydrology Manual. Thus, potential drainage impacts will be less than significant; no mitigation measures are required.

**4.9(e) 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?**

**Less than Significant Impact.** Refer to Section 4.9(d).

**4.9(f) *Otherwise substantially degrade water quality?***

**Less than Significant Impact.** As previously indicated, the subject property supported an existing RV storage surface parking lot. Nonetheless, surface water quality in the project area is similar to that which is characterized for other urbanized areas in the City and County of Los Angeles. Although implementation of the project as proposed will alter the existing surface flows, the alterations would not result in any significant changes to either the existing surface or groundwater characteristics. The surface runoff quality would be similar to the runoff characteristics of other similar residential development in Gardena. Therefore, with the implementation of BMPs and detention features, the proposed project would not result in any significant direct violations of water quality objectives for either surface or groundwater as established by the Water Quality Control Plan prepared for the basin. As indicated previously, the applicant will be required to comply with grading and drainage requirements prescribed by the City of Gardena as well as BMPS to ensure that construction activities (e.g., grading/site alteration, etc.) do not result in impacts to the existing surface water and groundwater in the area. In addition, long-term water quality impacts would also be avoided through the implementation of structural, non-structural and treatment control BMPs that are identified in the LID prepared for the project to ensure that long-term water quality impacts are minimized. Therefore, no significant water quality impacts are anticipated and no mitigation measures are required.

**4.9(g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

**No Impact.** The project site is not located with the limits of a mapped federal flood hazard boundary map, a Flood Insurance Rate Map delineated by the Federal Emergency Management Agency (FEMA), or other flood hazard delineation map. No impacts will occur as a result of project implementation.

**4.9(h) *Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?***

**No Impact.** As indicated in 4.9(g), the project site is not located within a flood plain or area that is subjects to flooding or inundation. Project implementation would not place structures within a flood hazard zone such that the structures would impede or redirect the flood flows. No impacts will occur as a result of the proposed project.

**4.9(i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

**No Impact.** The project site is not within the inundation area associated with the failure of a dam or levee. No impacts will occur as a result of project implementation.

**4.9(j) *Inundation by seiche, tsunami, or mudflow?***

**No Impact.** A seiche involves the oscillation of a body of water in an enclosed basin, such as a reservoir, storage tank, or lake. No enclosed bodies of water are located in the immediate vicinity of the site; therefore, no impacts from seiches are anticipated as a result of project implementation. A tsunami, commonly referred to as a tidal wave, is a sea wave generated by submarine earthquakes, major landslides, or volcanic action. The City of Gardena is located well inland, approximately six miles east of the Los Angeles County coastline. Due to the elevation and the distance from the coastline, tsunami hazards do not exist for the project site and vicinity. Similarly, the site is essentially flat and devoid of steep slopes (either natural or manmade) that could be undermined by seismic activity or other instability to cause mudflows. Implementation of the proposed 46-unit townhome project will not expose people or structures to seiches, tsunamis or mudflows. Therefore, no impacts will occur as a result of project implementation.

### Standard Conditions

- SC 9-1 Prior to issuance of a grading permit, the project applicant shall be required to submit a notice of intent (NOI) with the appropriate fees to the State Water Quality Resources Control Board for coverage of such future projects under the General Construction Activity Storm Water Runoff Permit prior to initiation of construction activity at a future site. As required by the NPDES permit, a Storm Water Pollution and Prevention Plan (SWPPP) will be prepared and will establish BMPs in order to reduce sedimentation and erosion.
- SC 9-2 Prior to issuance of a grading permit, the project applicant shall prepare a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP will establish BMPs in order to reduce sedimentation and erosion and prevent construction pollutants from leaving the site. The project shall also incorporate all monitoring elements as required in the General Construction Permit. The project applicant shall also develop an erosion and sediment control plan to be reviewed and approved by the City of Gardena prior to issuance of grading permit.
- SC 9-3 Future site grading and construction shall comply with the drainage controls imposed by the applicable building code requirements prescribed by the City of Gardena.

### Mitigation Measures

Implementation of the standard conditions, including the SWPPP and WQMP will ensure that potential increases in surface runoff can be adequately accommodate and potential water quality impacts would be avoided or reduced to a less than significant level. No mitigation measures are required.

## 4.10 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?			■	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			■	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				■

### Impact Analysis

#### 4.10(a) Physically divide an established community?

**Less than Significant Impact.** The property that is the subject of the proposed development project encompasses approximately 2.31 acres in southern limits of Gardena. The site is bounded by Western Avenue on the west, single- and multiple-family residential development on the north and east, an industrial center on the south, and a mobile home park west of Western Avenue. As indicated previously, the area surrounding the subject property is entirely developed with a variety of land uses, including predominantly residential, industrial and commercial development. The applicant is proposing to redevelop the existing property that is currently used for recreational vehicle storage with 46 single-family attached residential dwelling units.



Although the use of the subject property would change from its present use, project implementation would not divide or otherwise adversely affect or change an established community because the development located adjacent to the site is comprised of single- and multiple-family residential dwelling units and other urban uses. The proposed dwelling units do not contain any features or elements (e.g., roadways, channels, incompatible development, etc.) that would physically divide the existing residential neighborhoods in the project vicinity. Therefore, potential impacts would be less than significant as a result of project implementation.

**4.10(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact.** As indicated in the Gardena Land Use Plan, the City is virtually built out, with 99.2 percent of the total area developed. There are approximately 31.7 acres of vacant land currently available for development. As a result, future development will either occur through limited infill development or through recycling of existing developed land. Project implementation will necessitate approval of a General Plan Amendment to amend the Land Use plan from General Commercial to Specific Plan and a Zone Change to rezone the property from C-3 to Specific Plan. With these changes there will not be any conflict with the General Plan or Zoning.

**Table 10-1**  
**General Plan Consistency**  
**Western Avenue Specific Plan**

Policy No.	Relevant Policy	Analysis
<b>Land Use Plan</b>		
LU.1	Promote sound housing and attractive and safe residential neighborhoods	The proposed project has been designed with a contemporary character that is compatible with the adjacent and surrounding land uses. The site includes landscaping and open space amenities to enhance the character of the residential development. In addition, a 6-foot wall is proposed around the perimeter for privacy and security.
LU 1.2	Protect existing and sound residential neighborhoods from incompatible uses and development	The applicant is proposing 46 single-family attached residential condominiums, which will abut a small commercial center and multiple-family residential development on the north, single-family detached residential dwelling units on the east and an industrial land use to the south. A mobile home park is located west of Western Avenue, which abuts the site on the west. As indicated above, the architectural character of the proposed residential development will be contemporary and will be compatible with the nearby residential uses. The site character will also be enhanced with landscaping and a perimeter to minimize land use conflicts with adjacent land uses.
LU 1.4	Locate new medium- and high-density residential development near neighborhood and community shopping centers with commensurate high levels of community services and facilities.	Western Avenue, which provide direct ingress and egress to the proposed residential project, is a high volume arterial roadway in the City of Gardena that is lined by a variety of land uses, including residential, retail/commercial, professional office, and industrial. Retail/commercial development is located along Western Avenue to the north and south that is convenient and accessible to future residents. In addition, adequate public services, including police and fire protection services are provided in the City and can accommodate the proposed project.
LU 1.5	Provide adequate residential amenities such as open space, recreation, off-street parking, and pedestrian features in multi-family residential development.	The proposed residential community has been designed to include 29,880 square feet of open space/common areas, including two centrally located open space areas that feature outdoor patio space with landscaping and turf area. A third open space area at the eastern end of the driveway will accommodate an area for dog play. Adequate parking has also been provided. Each home includes an attached 2-car garage; An additional 23 guest parking spaces are also provided. Pedestrian walkways are also included on the drive aisle that provides vehicular access to each of the dwelling units.

**City of Gardena**  
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**Initial Study**

<b>Policy No.</b>	<b>Relevant Policy</b>	<b>Analysis</b>
LU 1.6	Ensure residential densities are compatible with available public service and infrastructure systems.	Development of the 2.31-acre site with 46 single-family attached residential condominiums equates to a gross density of 20 dwelling units per acre, the maximum permitted by the proposed Specific Plan. All of the existing public service and infrastructure systems (e.g., police and fire protection, sewer and water facilities, etc.) are adequate to accommodate the proposed project.
LU 1.11	Design infill development to be compatible and consistent with the existing low-density character of residential neighborhoods.	In order to accommodate the proposed Western Avenue Specific Plan, special design considerations are included in addition to the development standards for setbacks, open space, building heights, etc. All of the buildings include a parapet that screens the air conditioning units and photovoltaic systems to minimize aesthetic conflicts. Buildings would be a maximum of 38 feet and setbacks vary from 5 feet at the southern boundary to approximately 18 and 51 feet on the eastern and northern boundaries, respectively, in order to minimize land use conflicts and enhance compatibility with existing uses.
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.	As indicated previously, the Western Avenue Specific Plan includes open space to serve future residents of the community. Gathering spaces are distributed throughout the site that include benches to furnished outdoor patios in common open space. The open space areas will be landscaped to provide variety, texture and color. Adequate resident and guest parking is also provided within the limits of the project site.
<b>Circulation Plan</b>		
C 2.1	The extent feasible, maintain traffic flows at residential signalized intersections at LOS C, and maintain LOS D during peak rush hours.	A Traffic Impact Study (TIS) was prepared to analyze the proposed project. The TIS concluded that both key study intersections (Western Avenue/169 <sup>th</sup> Place and Western Avenue/Artesia Boulevard) would continue to operate at the same levels of service as in the pre-project scenario. The contribution of project-related traffic to the Future 2019 traffic scenario would not equal or exceed the significance thresholds established by the County of Los Angeles and utilized by the City to determine a significant impact.
<b>Open Space Plan</b>		
OS 1.7	Promote creative financing mechanisms to fund the development and maintenance of parks and recreation programs, such as State grant funds, park in-lieu fees, and public-private partnerships.	The project incorporates nearly 29,000 square feet of open space and common areas that would be usable by residents of the project to offset potential impacts to existing public parks and recreational facilities. In addition, the project applicant will comply with Section 17.20.030 of the Gardena Municipal Code, which requires payment of park in-lieu (Quimby Act) fees.
<b>Conservation Plan</b>		
C 2.1	Encourage water conservation through education and water conserving technology.	All homes will comply with CalGreen requirements for water conservation effective January 1, 2017, including those for indoor and outdoor water use.
C 2.2	Comply with water conservation measures set forth by the California Department of Water Resources.	Refer to C 2.1, above.
C 3.1	Comply with the requirements set forth in the City's Source Reduction and Recycling Element.	At least 50 percent of the construction waste will be diverted from landfills. The project includes space for trash and recycling bins in the garages in each proposed dwelling unit.
<b>Public Safety Plan</b>		
PS 1.6	Ensure that law enforcement, crime prevention, and fire safety concerns are considered in the review of planning and development proposals in the City.	Adequate police and fire protection service can be provided to the project without a significant impact on the level of service currently provided in the City of Gardena. The proposed site plan incorporates defensible space and each home will be designed to include fire sprinklers. In addition, the site plan for the Western Avenue Specific Plan will be submitted to the Gardena Police Department and Los Angeles County Fire Department for review to ensure that the project design complies with all applicable requires for emergency access and related requirements.
PS 2.3	Require compliance with seismic safety standards in the Uniform Building Code.	The project will comply with the current California Building Code requirements to ensure that both property damage and injury are minimized during seismic events.

**City of Gardena**  
**Western Avenue Specific Plan and TTM 74350**  
**Initial Study**

Policy No.	Relevant Policy	Analysis
<b>Noise Plan</b>		
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.	Although the proposed project would generate additional traffic when compared to the existing RV storage facility, project implementation will not result in potentially significant direct or cumulative impacts. The greatest increase in mobile-source noise would be +0.3 dBA and would not exceed the +3.0 dBA significance threshold.
N 2.2	Require noise/land use compatibility standards to guide future planning and development.	Project implementation will not result in any significant increase in mobile-source noise. However, because existing noise levels along Western Avenue exceed the City's exterior noise level of 65 dBA CNEL, units with balconies or patios fronting along Western Avenue would be required to erect shields to attenuate noise levels to comply with the City's the exterior noise standard.
N 2.4	Require mitigation of all significant noise impacts as a condition of project approval.	As indicated in Policy N2.2, noise mitigation will be required to ensure that the exterior noise standard can be achieved. In addition, the project will comply with the City's Noise Ordinance regarding the hours of construction and will also ensure that construction equipment is equipped with properly operating mufflers and that they are properly maintained to further reduce construction noise.
N 2.5	Require proposed projects to be reviewed for compatibility with nearby noise-sensitive land uses with the intent of reducing noise impacts.	The proposed project will be subject to review by the City of Gardena to ensure that the required interior and exterior noise levels are not exceeded. As indicated above, mitigation measures have been prescribed to ensure that noise standard will be met.
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.	The project site is located in a mixed-use area of the City that is characterized by residential, commercial, and industrial land uses. The predominant noise generator in the project area is Western Avenue, a high volume arterial roadway. As indicated above, mitigation measures have been prescribed to ensure that future residents would be protected noise that exceed existing interior and/or exterior noise levels.
N 3.2	Require compliance with noise regulations. Review and update Gardena's policies and regulations affecting noise.	The project will be required to ensure that noise generated by the proposed will comply with Section 8.36.040 for exterior noise and Section 8.36.050 for interior noise. As required by the Gardena Noise Plan, interior noise levels in residential development shall not exceed 45 dBA CNEL.
N 3.3	Require compliance with construction hours to minimize the impacts of construction noise on adjacent land.	As prescribed in Section 8.36.080 of the Gardena Municipal Code, construction will be limited to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and the hours of 9:00 a.m. and 6:00 p.m. on Saturday. Construction is prohibited on Sunday and all federal holidays.
<b>Housing Element</b>		
H 4.1	Implement land use policies that allow for a range of residential densities.	The applicant is requesting approval of a Specific Plan, which would allow for the creation of a unique set of development standards, uses, and density for the project site based on site characteristics and conditions.
H 4.4	Encourage development at maximum attainable densities, and encourage use of density bonuses for inclusion of affordable units.	Although all of the dwelling units proposed are market rate units, approval of the Western Avenue Specific Plan would allow for a maximum density of 20 dwelling units per acre, or a maximum of 46 dwelling units.
<b>Community Design Plan</b>		
CD 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.	A contemporary architectural style is proposed that is compatible with the scale and character of the development along Western Avenue. The project also incorporates setbacks and landscaping to ensure that conflicts between the proposed residential development and the existing land uses will be avoided.
CD 2.5	Encourage homeowner associations and neighborhoods to maintain existing housing tract entrance signs in an attractive manner and encourage the placement of such signs at the entrance of major developments.	A homeowner's association will be established that will be responsible for maintaining the open space as well as the landscaping and irrigation and related features, including signage
CD 2.7	Require appropriate setbacks, massing, articulation and height limits to provide privacy and compatibility where multiple-family housing is developed adjacent	The Western Avenue Specific Plan includes setbacks that range from 5 feet along the southern boundary to approximately 18 feet on the eastern boundary adjacent to the existing single-family residential

<b>Policy No.</b>	<b>Relevant Policy</b>	<b>Analysis</b>
	to single-family hours.	dwelling units and approximately 51 feet at the northern boundary, which encompasses the entry drive. The project proposes a maximum 38-foot building height and three stories.
CD 2.9	Integrate new residential development with the surrounding built environment. In addition, encourage a strong relationship between the dwelling and the street.	The project is an infill redevelopment of a 2.31-acre property that currently supports RV storage. The area in which the site is located is developed with a variety of land uses, including residential, commercial and industrial. Access to the residential development is proposed from a private drive extended from Western Avenue to serve the residential development. The proposed homes will front on the streets extended from the access drive.
CD 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.	The landscape plan proposed for the proposed project incorporates variety, texture and color to enhance the aesthetic and architectural character of the development. The project entry is flanked by flowering canopy trees, which continue along the private drive in pockets incorporated into the sidewalk to provide a formal aesthetic and partially shade the drive. A variety of trees, shrubs, and groundcover is incorporated into the design.
CD 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.	As previously indicated, ample open space and common areas are incorporated into the project design. These areas include gathering places with benches and other amenities. Semi-private atrium courtyards are also provided, which incorporate a variety of drought-tolerant shrubs and small accent trees to enhance the area.
CD 2.12	Provide well-designed and safe parking areas that maximize security, surveillance, and efficient access to building entrances.	Adequate parking is provided for both homeowners and guests. Each home will have an attached two-car garage to accommodate residents. In addition, 23 guest parking spaces will also be provided within the limits of the project.
CD 2.14	Require design standards be established to provide for attractive building design features, safe egress and ingress, sufficient parking, adequate pedestrian amenities, landscaping, and proper signage.	The Western Avenue Specific Plan has been designed to reflect a contemporary architectural character that would be compatible with the existing development within the community. In addition, adequate access is provided without adversely affecting adjacent residential development. The Specific Plan incorporates development standards intended to minimize land use conflicts and include sufficient resident and guest parking. In addition, areas of open space are also incorporated into the project design as well as landscaping complement the architecture and enhance the aesthetic character of the project.
SOURCE: Gardena General Plan		

**4.10(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The subject property is devoid of all native vegetation and natural habitat. As a result, no natural features and/or habitat that would support sensitive species exist on the site. In particular, neither the site nor the surrounding areas is located within a Natural Community Conservation Plan or Habitat Conservation Plan. Therefore, project implementation will not adversely affect such a plan, sensitive habitat and/or resources. No significant impacts are anticipated as a result of project implementation.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No significant land use impacts will occur as a result of project implementation and no mitigation measures are required.

#### 4.11 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				■
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?				■

#### Impact Analysis

##### ***4.11(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?***

**No Impact.** The project site is located in an area of the City that is currently designated for urbanization in accordance with the General Plan. Neither the Gardena General Plan nor the State of California has identified the project site or environs as a potential mineral resource of Statewide or regional significance. No mineral resources are known to exist either on the site or in the project environs; therefore, project implementation will not result in any significant impacts to mineral resources and no mitigation measures are required.

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

**No Impact.** As indicated above, the Gardena General Plan does not identify the project environs as having potential value as a locally important mineral resource site. No mineral resources are known to exist on the site. Project implementation (i.e., development of 46 single-family residential dwelling units) as proposed will not result in the loss of any locally important mineral resource site and, therefore, no significant impacts will occur and no mitigation measures are required.

#### Standard Conditions

No standard conditions are required.

#### Mitigation Measures

No significant impacts to mineral resources will occur as a result of project implementation and no mitigation measures are required.

## 4.12 NOISE

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		■		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		■		
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			■	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			■	
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 expose people residing or working in the project area to excessive noise levels?				■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				■

### Impact Analysis

#### **4.12(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant with Mitigation Incorporated.** The Community Safety Element (Noise Plan) of the City of Gardena General Plan contains recommended compatibility noise guidelines for a variety of land uses and would apply in usable outdoor space such as patios, yards, spas, etc. The guidelines recommend that an exterior noise level of 60 dB CNEL is considered to be a “normally acceptable” noise level for single family, duplex and multi-family uses involving normal conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dB CNEL are typically considered “conditionally acceptable,” and residential construction should only occur after a detailed analysis of the noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks to place structures outside the conditionally acceptable noise contour, orienting structures so no windows open to the noise source, and /or installing noise barriers such as berms or solid walls.

In addition, the Gardena Noise Ordinance is designed to protect people from non-transportation (stationary) noise. The ordinance sets limits on the level and the duration of time a stationary noise source may impact an adjoining residential use. Ordinance limits generally apply to “stationary” sources such as mechanical equipment, or vehicles operating on private property.

The standards in Table 12-1 apply at any residential property line. Previous commercial use of the project site itself did not impose any noise constraints upon adjacent commercial uses (e.g. trailer and RV storage).

**Table 12-1**

**City of Gardena Exterior and Interior Noise Limits  
Western Avenue Specific Plan**

Type of Land Use	Allowable Exterior Noise Level <sup>1</sup>			
	15-Minute Average Level (Leq)		Maximum Level (Lmax)	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Residential	55 dB(A)	50 dB(A)	75 dB(A)	70 dB(A)
Residential portions of mixed-use	60 dB(A)	50 dB(A)	80 dB(A)	70 dB(A)
Commercial	65 dB(A)	60 dB(A)	85 dB(A)	80 dB(A)
Industrial or manufacturing	70 dB(A)	70 dB(A)	90 dB(A)	90 dB(A)
<sup>1</sup> Land use noise level (dBA) at property line time period.				
SOURCE: Gardena Municipal Code (Section 8.36.040)				

**On-Site Noise Impact**

Residential uses are exposed to vehicular noise sources occurring along Western Avenue. As indicated in Table 12-2, traffic noise from Western Avenue will exceed the 65 dBA CNEL exterior noise criterion recommended in the City's Noise/Land Use Compatibility guidelines and will impact proposed sensitive uses. The closest residential on-site use to Western Avenue is approximately 60 feet from roadway centerline, which would result in a noise level at the nearest residence of 70.3 dBA.

**Table 12-2**

**On-Site Exterior Noise Levels  
Western Avenue Specific Plan**

	Build Out Traffic Noise Level at 50 feet from Roadway Centerline	Distance to Nearest Residential Use	Distance Attenuated Noise Level
Western Avenue	71.1 dB CNEL	60 feet	70.3 dB CNEL
SOURCE: Giroux & Associates (November 2016)			

A noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. This standard applies to exterior recreational space. Residential units adjacent to Western Avenue are 5 dB in excess of recommended 65 dB CNEL. Therefore, if there are patios or balconies on units adjacent to Western Avenue noise protection would be required. A shield would break the line-of-sight between the receiver and noise source. A transparent noise shield (e.g., plexi-glass) along the residential patios facing the roadway would reduce noise by at least 5 dBA and while still permitting view and reduce noise to within the recommended guideline. With the implementation of this measure, the project would comply with the City's adopted exterior residential noise standard of 65 dB CNEL. As a result, the noise impact would be reduced to less than significant. Residential habitable rooms facing Western Avenue will meet the City of Gardena 45 dB CNEL interior noise standard with no acoustical mitigation except the option to close windows. Window closure requires that supplemental ventilation be provided to rooms facing Western Avenue.

**4.12(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Less than Significant with Mitigation Incorporated.** Typical background vibration levels in residential areas are usually 50 VdB or lower, below the threshold of human perception. Perceptible vibration levels inside residences are typically attributed to the operation of heating and air conditioning systems, door slams or street traffic. Construction activities and street traffic are some of the most common external sources of vibration that can be perceptible inside residences.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB -	threshold of human perception
72 VdB -	annoyance due to frequent events
80 VdB -	annoyance due to infrequent events
94-98 VdB -	minor cosmetic damage

To determine potential impacts of the project’s construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table 12-3. The closest residential use to the north of the project is approximately 50 feet from the nearest proposed project structure. The closest off-site residential use to the east is approximately 25 feet from the nearest on-site structure.

**Table 12-3**  
**Approximate Vibration Levels Induced by Construction Equipment**  
**Western Avenue Specific Plan**

Equipment	Approximate Vibration Levels (VdB) <sup>1</sup>			
	25 feet	50 feet	100 feet	1000 feet
Pile Driver	93	87	81	61
Large Bulldozer	87	81	75	55
Loaded Truck	86	80	74	54
Jackhammer	79	73	67	47
Small Bulldozer	58	52	46	26
<sup>1</sup> FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006				
SOURCE: Giroux & Associates (November 2016)				



The on-site construction equipment that will create the maximum potential vibration is a large bulldozer. The stated vibration source level in the FTA Handbook for such equipment is 81 VdB at 50 feet from the source. With typical vibrational energy spreading loss, the vibration annoyance standard is met at 56 feet. There are no existing residences within 56 feet of the project property except possibly those located north and east of the project site. Effects of vibration perception such as rattling windows could only occur at the nearest residential structures, though vibration resulting from project construction would not exceed cosmetic damage thresholds.

Regardless, large bulldozers will not likely operate directly at the shared property line with the perimeter homes. Any fine grading at the property line should be performed with small bulldozers which are seen above to have 30 VdB less vibration potential. Therefore, to ensure adequate vibration annoyance protection, only small bulldozers shall be permitted to operate within 56 feet of the nearest residential structures along the eastern property line. With the implementation of this measure, construction activity vibration impacts are would be less than significant.

***4.12(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

***Less than Significant Impact.*** Long-term noise concerns from the development of residential uses at the project site center primarily on mobile source emissions on project area roadways. These concerns were addressed using the California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108). The model calculates the Leq noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, roadway speeds, or noise barriers. The typical day-night travel percentages and auto-truck vehicle mixes is then applied to convert one-hour Leq levels to a weighted 24-hour CNEL.

**Project-Related Mobile Source Noise Impact**

Table 12-4 summarizes the calculated 24-hour CNEL level at 50 feet from the roadway centerline along eight project adjacent roadway segments. Two time frames were evaluated; existing conditions with and without project, and future year with and without project. The noise analysis utilized data from the project traffic analysis prepared by Linscott, Law & Greenspan for this project. Travel speeds were also obtained from the traffic report. Western Avenue was modeled at 40 mph, Artesia Blvd was modeled with a traffic speed of 45 mph and 169<sup>th</sup> Place was modeled with a 25 mph travel speed.

**Table 12-4**

**Near-Term Traffic Noise Impacts  
Western Avenue Specific Plan**

Roadway Segment	CNEL in dBA at 50 feet from Centerline			
	Existing	Existing Plus Project	Future	Future Plus Project
<b>Western Avenue</b>				
North of 169 <sup>th</sup> Place	70.9	70.9	71.0	71.0
South of 169 <sup>th</sup> Place	70.9	70.9	71.1	71.1
North of Artesia Boulevard	70.8	70.8	71.0	71.0
South of Artesia Boulevard	70.8	70.8	71.0	71.0
<b>169<sup>th</sup> Place</b>				
West of Western Avenue	40.8	40.8	40.8	40.8
East of Western Avenue	55.4	55.4	55.5	55.5
<b>Artesia Boulevard</b>				
West of Western Avenue	72.8	72.8	73.0	73.1
East of Western Avenue	73.6	73.6	73.7	73.7
SOURCE: Giroux & Associates (November 2016)				

As shown in Table 12-4, the project itself will not cause any roadway segment to have even a +0.1 dB impact. Because traffic volumes are already high and because the project does not result in many trips relative to existing traffic volumes, there is no discernible impact along any analyzed roadway segment. Table 12-5 summarizes the potential project and cumulative noise level increases.

Table 12-5

**Project-Related Noise Impact  
Western Avenue Specific Plan**

Roadway Segment	CNEL in dBA at 50 Feet from Centerline		
	Project Only Existing	Project Only Future	Cumulative Impact
<b>Western Avenue</b>			
North of 169 <sup>th</sup> Place	0.0	0.0	0.1
South of 169 <sup>th</sup> Place	0.0	0.0	0.2
North of Artesia Boulevard	0.0	0.0	0.2
South of Artesia Boulevard	0.0	0.0	0.2
<b>169<sup>th</sup> Place</b>			
West of Western Avenue	0.0	0.0	0.0
East of Western Avenue	0.0	0.0	0.1
<b>Artesia Boulevard</b>			
West of Western Avenue	0.0	0.0	0.3
East of Western Avenue	0.0	0.0	0.1
SOURCE: Giroux & Associates (November 2016)			

Cumulative impacts compare the “future with project” noise levels with the “existing no project” scenario. The largest cumulative impact is +0.3 dB CNEL. There are no cumulative traffic noise increases that exceed the +3 dB CNEL threshold. Therefore, both project only traffic noise impacts and cumulative traffic noise impacts are anticipated to be less than significant. No mitigation measures are required.

**4.12(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** Temporary construction noise impacts will vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by demolition activities, then foundation work followed by construction and paving activities.

Demolition or construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used which changes during the course of the project. Construction noise tends to occur in discrete phases dominated initially by demolition and/or earth-moving sources and later for finish construction. The typical range of construction activity noise generation as a function of equipment used in various building phases. The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB(A) at 50 feet from the source. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources may therefore sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

Construction noise exposure can be further worsened when several pieces of equipment operate in close proximity. Because of the logarithmic nature of decibel addition, two equally loud pieces of equipment will be +3 dB louder than either one individually. Three simultaneous sources are +5 dB louder than any single source. Thus, while average operational equipment noise levels are perhaps 5 dB less than at peak power, simultaneous equipment operation can still yield an apparent noise strength equal to any individual source at peak noise output. Whereas the average heavy equipment reference noise level is 85 dB(A), short-term levels from either peak power or from several pieces operating in close proximity can be as high as 90 dB(A).

During most intensive heavy equipment operations, the peak hourly average noise level from several pieces of equipment in simultaneous hourly operation is 85 dB Leq at 50 feet from the activity. However, there are no existing residences or sensitive uses within proximity of the project site which could experience a temporary construction noise nuisance except the mobile home park across Western Avenue from the site. Distance separation and an elevated traffic noise baseline will likely minimize potential construction activity impacts.

The Noise Ordinance identifies specific activities that would be exempt from the provisions of the noise restrictions. Exempted activities include, but are not limited to, construction, repair, remodeling and grading, provided such activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, and between the hours of 6:00 p.m. and 9:00 a.m. on Saturday, or at any time on Sunday or a federal holiday.

***4.12(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 expose people residing or working in the project area to excessive noise levels?***

**No Impact.** Several airports exist in the Los Angeles basin. The airports closest to the project site are Compton/Woodley Airport and Hawthorne Municipal Airport. Compton/Woodley Airport is located four miles east of the project site and Hawthorne Municipal Airport is located four miles northwest of the project. Los Angeles International Airport (LAX) is located 10 miles northwest of the project site. In addition, Torrance Airport (Zamperini Field) is located seven miles to the southwest. The project site is not located within an area that is exposed to aviation-related noise exceeding 65 dB CNEL. Thus, project implementation would not result in future residents of the project being exposed to excessive noise levels. No noise impact will occur.

***4.12(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** No private airstrips are located within the project environs. In addition, no development is proposed on the project site would be subject to any excessive levels associated with operations at a private airstrip. No impacts will occur as a result of project implementation.

**Standard Conditions**

- |         |  |
|---------|--|
| SC 12-1 | Construction shall comply with Section 8.36.080 of the Gardena Municipal Code, which limits construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction is not permitted on Sunday or Federal holidays.      |
| SC 12-2 | All mobile equipment shall have properly operating and maintained mufflers.  |
| SC 12-3 | The project shall incorporate noise reduction features that reduce noise at patios or balconies of units facing Western Avenue (e.g., solid or transparent glass or plastic shields) to 65 dB CNEL in order to comply with the City's exterior noise standards for residential development |

**Mitigation Measures**

- |         |   |
|---------|---|
| MM 12-2 | Only small bulldozers shall be permitted to operate within 56 feet of the nearest residential structures along the eastern property line during construction. |
|---------|---|

#### 4.13 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial 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)?			■	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				■

#### Impact Analysis

##### ***4.13(a) Induce substantial 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 subject property that is the subject of the proposed development project encompasses approximately 2.31 acres in the southwestern limits of Gardena. The site is bounded by Western Avenue on the west, commercial and multiple-family residential development on the north, single-family residential on the east, and a manufacturing center on the south. A mobile home park exists west of Western Avenue. As indicated previously, the area surrounding the subject property is entirely developed with a variety of land uses, including residential, commercial and industrial land uses. The applicant is proposing to redevelop the existing property that is currently used as a recreational vehicle storage park with 46 single-family attached residential dwelling units. Although the use of the subject property would change from its present use, project implementation would not divide or otherwise adversely affect or change an established community because the development located adjacent to the site is comprised of single- and multiple-family residential dwelling units and commercial and industrial land uses. Although the project would require an amendment to the Gardena General Plan, adoption of a Specific Plan, and a zone change, the project is consistent with and compatible with the surrounding uses. The proposed dwelling units do not contain any features or elements (e.g., roadways, channels, incompatible development, etc.) that would physically divide the existing residential neighborhoods in the project vicinity. Furthermore, with the exception of extending utility connections to provide serve to the proposed project, project implementation does not require the expansion of any utilities or other public service facilities that would be considered growth-inducing. Therefore, no significant impacts will occur as a result of project implementation.

##### ***4.13(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

***No Impact.*** The project site encompasses an existing RV storage park; no residential development exists on or adjacent to the property. Project implementation will neither result in the displacement of any existing housing nor require the construction of replacement housing. Conversely, the proposed project would allow for the development of 46 residential dwelling units on the site, which would supplement the City's housing stock. Therefore, no significant impacts to housing will occur and no mitigation measures are required.

**4.13(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** As indicated above, the project site does not support any existing housing. As a result, no people will be displaced or adversely affected by the implementation of the proposed Western Avenue Specific Plan project; no replacement housing is required. No impacts to population and/or housing will occur as result of project implementation.

**Standard Conditions**

No standard conditions are required.

**Mitigation Measures**

No existing dwelling units will be eliminated and no residents will be displaced as a result of project implementation. Therefore, no significant impacts to population and housing; no mitigation measures are required.

**4.14 PUBLIC SERVICES**

<i>Would the project:</i>	<b>Potentially Significant Impact</b>	<b>Less than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			■	
2) Police protection?			■	
3) Schools?			■	
4) Parks?			■	
5) Other public facilities?			■	

**Impact Analysis**

**4.14(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**4.14(a)(1) Fire protection?**

**Less than Significant Impact.** The City of Gardena maintains a contractual agreement with the Los Angeles County Fire Department (LACFD) to provide fire protection and emergency medical services for the City. Within the City, the LACFD operates three fire stations, including Fire Station 95, Fire Station 158 and Fire

Station 159 that provide fire protection service. The manpower and equipment assets at each of the fire stations is summarized in Table 14-1.

**Table 14-1**

**Los Angeles County Fire Station Assets in Gardena  
Western Avenue Specific Plan**

Fire Station No.	Location	Staffing
Station No. 158	1650 West 162 <sup>nd</sup> Street Gardena, CA	1 Captain, 1 Fire Fighter Specialist, 2-Person Paramedic Squad, and 3 Fire Fighter Paramedics
Station No. 95	137 West Redondo Beach Boulevard Gardena, CA	1 Captain, 1 Fire Fighter Specialist, and 2 Fire Fighters
Station No. 159	2030 West 135 <sup>th</sup> Street Gardena, CA	1 Captain , 1 Fire Fighter Specialist, 1 Fire Fighter Paramedic, and 1 Fire Fighter
SOURCE: Los Angeles County Fire Department (November 16, 2016)		

First response (i.e., “first due”) is provided from Fire Station No. 158; Fire Station No. 95 is the “second due” responding station. The average response time for emergency and non-emergency calls within Gardena by LACFD fire assets is 4:48 minutes and 7:27 minutes, respectively. The emergency response time is within the five-minute national guideline issued by the LACFD. Although each additional development creates greater demands on existing resources, the LACFD has indicated that the development of the proposed 46 single-family attached residential condominium project would not have a significant effect on demands for fire protection service. Furthermore, the current level of service to the City is expected to remain unchanged.<sup>5</sup> Potential impacts would be less than significant; no mitigation measures are required.

**4.14(a)(2) Police protection?**

**Less than Significant Impact.** The Gardena Police Department, located within the Civic Center located at 1718 West 162<sup>nd</sup> Street, provides police protection and law enforcement services to the City. There are currently 99 sworn police officers in the Department, which equates to approximately one sworn officer for each 600 residents. Existing staff and equipment include five full-time motorcycle patrol officers, 27 marked units, three canine units, and 14 unmarked units. Response time for emergency calls throughout the City is four minutes. The City of Gardena is divided into three districts (District 1, District 2, and District 3), each with its own District Policing Team that consists of a District Lieutenant, District Sergeant, and four Officers. District Policing is a customized service model that allows the police to interact with and understand the needs of the community in an effort to build and maintain Police-Community Partnerships. The intended result is to curtail criminal activity and maintain the high standards of living within the City’s neighborhoods. The project site is located in the southern part of the City, which is within District 3. Between November 2015 and October 2016, over 20,000 calls were received that required police responses. The average City-wide police response time for emergency service calls was 2 minutes 36 seconds.<sup>6</sup> According to the Gardena Police Department, emergency response to the site is estimated to be approximately two minutes; non-emergency call responses are estimated to be less than eight minutes. Project implementation would not result adversely affect the existing police personnel/population ratio and, furthermore, the project would adversely affect the ability of the Gardena Police Department to provide an adequate level of protection to the project and within the City.<sup>7</sup> As a result, potential impacts to police protection would be less than significant; no mitigation measures are required.

<sup>5</sup>Kevin T. Johnson, Acting Chief, Forestry Division, Prevention Services Bureau; Los Angeles County Fire Department; Letter dated November 16, 2016.

<sup>6</sup>Response time reflects time from the time the call was dispatched to the first unit on-scene.

<sup>7</sup>Lt. Eric Lee, Gardena Police Department; email dated November 4, 2016.

#### **4.14(a)(3) Schools?**

**Less than Significant Impact.** The project site is located within the jurisdiction of the Los Angeles Unified School District (LAUSD), which is responsible for providing educational services in the City of Gardena. The project site is within the attendance boundaries of Denker Avenue Elementary School, Robert E. Peary Middle School, and Gardena High School. It is anticipated that implementation of the proposed project would generate school-age children that would attend schools within the District. The project applicant will be required to pay the current SB 50 developer fee imposed by the Los Angeles Unified School District. Payment of this fee would avoid potential school impacts. No mitigation measures are required.

#### **4.14(a)(4) Parks?**

**Less than Significant Impact.** The Gardena Recreation and Human Services Department is responsible for operating and maintaining public parks and recreation facilities in the City. At the present time, the City operates and maintains 38.46 acres of public parks and recreational facilities, including parks, a community center, pool, and gymnasium. The nearest recreational facilities to the project site is Nakaoka Community Center (0.6 mile), 7.5-acre Johnson Park (0.8 mile), and 0.19-acre Harvard Parkette (0.7 mile). The existing parkland acreage-to-population ratio in the City is currently 0.654 acre/1,000 population,<sup>8</sup> which less than the 3.3 acres/1,000 population in Los Angeles County and the 3.0 acres per 1,000 population standard adopted by the City of Gardena. Los Angeles Unified School District facilities may be used by permit only granted by the LAUSD. In addition, there are several regional recreation and park facilities in close proximity to the City and are open to Gardena resident, including the Rosecrans Recreation Center, Helen Keller Park, Alondra Park and Golf Course, and Chester L. Washington Golf Course. These facilities offer a wide range of park and recreational amenities including basketball courts, baseball/soccer fields, volleyball court, golf course, lake fishing, playgrounds, as well as picnic and barbeque areas.

The public parkland deficiency is acknowledged in the City's Recreation Plan. Although the playground equipment at each park is generally sufficient, the existing park acreage is inadequate. In addition, the existing park infrastructure (i.e., irrigation, buildings/structures, etc.) is in need of rehabilitation. As indicated in the Recreation Plan, Gardena is a totally developed community and therefore has limited opportunities to expand its parks and recreation resources. At the present time, no new parks/recreation facilities are proposed by the City of Gardena. Based on an estimated population per household average of 2.75, the proposed project would result in an increase of 126 residents. Although this potential increase in population would not significantly reduce the current parkland ratio to population, the addition of residents would exacerbate the existing parkland deficiency. However, Chapter 17.20 of the Gardena Municipal Code (Park and Recreation Dedication Fees) requires park dedication and/or payment of in-lieu fees as allowed by the Subdivision Map Act. Based on the anticipated population estimated for the Western Avenue Specific Plan, the amount of parkland dedication would be an amount equivalent to the fair market value of 0.378 acre (126 residents X 0.003). The payment of these fees (refer to SC 15-1 in Section 4.15 - Recreation) would avoid potentially significant impacts to existing park facilities; no mitigation measures are required.

#### **4.14(a)(5) Other public facilities?**

**Less than Significant Impact.** The Los Angeles County Library District is responsible for providing library services in the City of Gardena. The Mayme Dear Public Library, which is located in the Civic Center, encompasses over 14,000 square feet. The library was closed for refurbishment in 2008 and reopened in January 2009 with a fresh contemporary interior and new furniture. The Teen Space was dedicated in February 2011. As indicated previously, the proposed project would result in the generation of new students and residents within the community that could create a demand for library services. However, the potential increase in residents in the City (approximately 126) is not anticipated to result in significant adverse impacts on the existing library services and facilities and/or other public services provided by the City due to the

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<sup>8</sup>City of Gardena, based on 38.46 acres of parkland and a population of 58,829 residents (2010 Census).



availability and accessibility of electronic library services, which reduce the need and demand for library facilities.

### Standard Conditions

- SC 14-1 Prior to issuance of the building permit for each phase of development, the applicant shall pay the City the multi-unit development impact license fee for each new dwelling unit in accordance with Section 15.48.030 of the Gardena Municipal Code.
- SC 14-2 Prior to issuance of the building permit for each phase of development, the applicant shall pay the Los Angeles Unified School District the statutory SB 50 developer fee currently in effect at the time of site development.

Payment of the park in-lieu fee as prescribed in SC 15-1 (refer to Section 4.15 – Recreation) will be adequate to avoid potentially significant park impacts. No mitigation measures are required.

### Mitigation Measures

Project implementation will not result in any potentially significant impacts to public services, including police, fire, schools, and parks. No mitigation measures are required.

## 4.15 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			■	
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?			■	

### Impact Analysis

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

***Less than Significant Impact.*** The City of Gardena Recreation and Human Services Department. At the present time, the City operates and maintains six parks, one community center, one municipal pool, one parkette and two gymnasiums. The parks and recreation facilities range in size from 0.15 acre to 18.7 acres. Besides providing open space in the City, the parks and community buildings are also used by the Gardena Recreation and Human Services Department for hosting of various recreational and after-school programs. These parks and recreational facilities encompass approximately 46 acres, including the 8-acre natural willows wetlands located in the southeastern quadrant of the City. With a population of over 60,000, the City is deficient in parkland, with a population to parkland ratio is less than 1 acre per 1,000 population, which is substantially less than the 3.0-acre ratio recommended in the Gardena General Plan. Based on an estimated population per

household of 2.75 persons,<sup>9</sup> the 46 proposed dwelling units would result in the generation of approximately 126 residents, which would create a demand for public parks and recreational facilities and further exacerbate the current parkland deficiency. Although the proposed Western Avenue Specific Plan has been designed to include 29,880 square feet (0.69 are) of common open space as reflected in the Conceptual Open Space Plan (refer to Exhibit 14-1), none includes active (public) recreation areas.

Section 17.20.030 of the City Municipal Code requires the dedication of land or the payment of fees in lieu of land, which is based on a minimum of three (3) acres of useable park area per 1,000 persons residing within a subdivision. The ordinance requires that the amount and location of land, or the fee to be paid, should bear a reasonable relationship to the use of the park and recreational facilities by the future residents of a subdivision. Using the City's 3.0 acres/1,000 population, the proposed project would require the dedication of approximately 0.378 acre of parkland, or the equivalent in fees as prescribed by the Gardena Municipal Code. As previously indicated (refer to Section 4.14(a)(4)) payment of the required park fees will ensure that potential impacts to parks and recreational facilities in the City remain less than significant. No mitigation measures are required.

**4.15(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?**

**Less than Significant Impact.** Although the project includes two open space areas that include outdoor patio space and landscaping and turf area and a third open space area that includes a turfed dog play area, no active recreational facilities are included within the 0.69 acre of common open space proposed for the project. The applicant is not proposing to expand any existing recreational facilities. Potential environmental effects (e.g., noise, air quality, etc.) of the proposed open space areas included in the Western Avenue Specific Plan have been evaluated in the analysis of the project and are reflected in the conclusions of the analysis. No significant impacts are anticipated and no mitigation measures are required.

**Standard Conditions**

SC 15-1            Prior to issuance of the building permit, the project applicant shall pay the requisite park in-lieu fee prescribed in Section 17.20.030 of the Gardena Municipal Code.

**Mitigation Measures**

Payment of the park in-lieu fee as required by the Gardena Municipal Code (refer to SC 15-1) is adequate to offset the potential impact of the project on recreational facilities. No significant impacts to recreation will occur; no mitigation measures are required.

**4.16            TRANSPORTATION/TRAFFIC**

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways,			■	

<sup>9</sup>Gardena Land Use Plan.

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
pedestrian and bicycle paths, and mass transit??				
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			■	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			■	
e. Result in inadequate emergency access?			■	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			■	

## Impact Analysis

A Traffic Impact Study (TIS) was prepared for the proposed project by Linscott, Law & Greenspan Engineers (LLG) to assess the potential traffic impacts and circulation needs associated with the proposed project. Two (2) key study intersections were selected for analysis. The City of Gardena uses the Los Angeles County guidelines and impact criteria to evaluate a Project's potential traffic impact in the City. Two study intersections were evaluated using the Intersection Capacity Utilization (ICU) method, which calculates the operating conditions of each individual study intersection that are signalized using a ratio of peak hour traffic volume to the intersection's lane capacity. The findings and recommendations presented in the TIS prepared by LLG are summarized in the following analysis; the TIS is included as Appendix A.

***4.16(a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

***Less than Significant Impact.*** As indicated above, the TIS prepared for the proposed project evaluated potential project-related impacts at two study intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Gardena staff. The ICU method was used to determine Volume-to-Capacity (V) ratios and corresponding Levels of Service (LOS) at the study intersections. In addition, a review was conducted of Los Angeles County Metropolitan Transportation Authority intersection and freeway monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project. The results of the TIS are summarized below.

### Existing Roadway Characteristics

Table 16-1 summarizes the important existing characteristics of the roadways in the project vicinity and study area. As indicated in the table, the roadways within the project study area were reviewed in terms of the number of lanes provided, median types, posted speed limits, etc. Additionally, the roadway classifications of key roads in the project study area also are presented in Table 16-1.

**Table 16-1**

**Existing Roadway Description  
Western Avenue Specific Plan/TTM 74350**

Roadway	Roadway Classification <sup>1</sup>	Travel Lanes		Median Type <sup>4</sup>	Speed Limit
		Direction <sup>2</sup>	No. of Lanes <sup>3</sup>		
Western Avenue	Arterial	N/S	4	2WLT	40
169 <sup>th</sup> Street	Local Street	E/W	2	N/A	25
169 <sup>th</sup> Place	Local Street	E/W	2	N/A	25
Artesia Boulevard	Arterial	E/W	6	RMI	45
<sup>1</sup> Roadway classifications obtained from the City of Gardena General Plan, 2006 <sup>2</sup> Direction of roadways in the project area: N/S – North/South; and E/W – East/West. <sup>3</sup> Number of lanes in both directions of the roadway. <sup>4</sup> Median type of the road: RMI – Raised Median Island; 2WLT – 2 Way Left Turn Lane; N/A – Not Applicable.  SOURCE: Linscott, Law & Greenspan Engineers (December 2016)					

Project-Related Trip Generation

As indicated in Table 16-2, project implementation would result in a total of 267 vehicle trips per day, including 20 AM peak hour trips and 24 PM peak hour trips.

**Table 16-2**

**Project Trip Generation  
Western Avenue Specific Plan/TTM 74350**

Land Use	No. of DUs	Daily Trip Ends	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation Rates								
ITE Land Use Code 230 <sup>1</sup>		5.81	17%	83%	0.44	67%	33%	0.52
Townhomes	46	267	3	17	20	16	8	24
Net Increase	46	267	3	17	20	16	8	24
1Residential Condominium/Townhouse trip generation average rate								
SOURCE: Linscott, Law & Greenspan Engineers (December 2016) ITE Trip Generation Manual (9 <sup>th</sup> Edition, 2012)								

Existing Traffic Conditions

Table 16-3 summarizes the existing and existing plus project V/C ratios and levels of service for the two key study intersections during the weekday peak hours. As indicated in the table, both intersections are operating at LOS E or better under existing conditions. The addition of project-generated traffic would not result in a potentially significant traffic impact at either intersection. The Western Avenue/169<sup>th</sup> Place intersection will continue to operate at LOS A during both the AM and PM peak hours. Similarly, the Western Avenue/Artesia Boulevard intersection will also continue to operate at LOS D and LOS E during the AM and PM peak hours, respectively. Although this intersection is currently operating at LOS e and would continue to operate at LOS E during the PM peak hour (i.e., unacceptable), the proposed project would increase the V/C by only 0.005, which is less than the 0.010 criterion prescribed by the County of Los Angeles (and City of Gardena).

**Table 16-3**

**Summary of V/C Ratios and LOS – Weekday Peak Hours  
Western Avenue Specific Plan/TTM 74350**

Key Study Intersection	Peak Hour	Existing 2016		2016 with Project			
		V/C	LOS <sup>1</sup>	V/C	LOS	Change <sup>2</sup>	Significant Yes/No
Western Avenue/169 <sup>th</sup> Place	AM	0.544	A	0.546	A	0.002	No
	PM	0.582	A	0.583	A	0.001	No
Western Avenue/Artesia Boulevard	AM	0.809	D	0.811	D	0.002	No
	PM	0.910	E	0.915	E	0.005	No
<sup>1</sup> LOS is based on the reported ICU value for signalized intersections							
<sup>2</sup> According to the County of Los Angeles Department of Public Works Traffic Impact Analysis Report Guidelines, January 1, 1997, p. 6, an impact is considered significant if the project related increase in the V/C ratio equals or exceeds the threshold shown below:							
<u>LOS</u>	<u>Pre-Project V/C</u>	<u>Project-Related Increase in V/C</u>					
C	>0.700 – 0.800	equal to or greater than 0.040					
D	>0.800 – 0.900	equal to or greater than 0.020					
E /F	>0.900	equal to or greater than 0.010					
SOURCE: Linscott, Law & Greenspan Engineers (December 2016)							

**Future Traffic Conditions**

Table 16-4 reflects the future (2019) intersection operating conditions of the two key study intersections. This traffic scenario includes not only existing traffic volumes but also reflects the effect of traffic generated by cumulative projects as well as regional “growth.” Within the project study area, eight development projects have either been proposed or approved in the Cities of Gardena, Los Angeles, and Torrance that would contribute “cumulative” traffic to the 2019 scenario. These approved projects are forecast to generate 3,066 vehicle trips per day, including 128 AM peak hour trips and 267 PM peak hour trips. In addition, ambient growth<sup>10</sup> of 1 percent per year to 2019 was also added to account for other growth in the region. As shown in Table 16-4, the “Future With Proposed Project” (i.e., 2019) scenario indicates that the proposed project is not expected to create significant impacts at either of the two key study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

<sup>10</sup> In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of one percent (1.0%) to the year 2019 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the 2010 Congestion Management Program for Los Angeles County (the “CMP manual”).

Table 16-4

**Summary of V/C Ratios and LOS – Weekday Peak Hours  
Western Avenue Specific Plan/TTM 74350**

Key Study Intersection	Peak Hour	Future 2019 Without Project		Future 2019 With Project			
		V/C	LOS <sup>1</sup>	V/C	LOS	Change <sup>2</sup>	Significant Yes/No
Western Avenue/169 <sup>th</sup> Place	AM	0.558	A	0.560	A	0.002	No
	PM	0.603	B	0.603	B	0.000	No
Western Avenue/Artesia Boulevard	AM	0.836	D	0.838	D	0.002	No
	PM	0.946	E	0.950	E	0.004	No

<sup>1</sup>LOS is based on the reported ICU value for signalized intersections

<sup>2</sup>According to the County of Los Angeles Department of Public Works Traffic Impact Analysis Report Guidelines, January 1, 1997, p. 6, an impact is considered significant if the project related increase in the V/C ratio equals or exceeds the threshold shown below:

LOS	Pre-Project V/C	Project-Related Increase in V/C
C	>0.700 – 0.800	equal to or greater than 0.040
D	>0.800 – 0.900	equal to or greater than 0.020
E/F	>0.900	equal to or greater than 0.010

SOURCE: Linscott, Law & Greenspan Engineers (December 2016)

As indicated in Table 16-4, both key study intersections would continue to operate at the same levels of service as in the pre-project scenario. The contribution of project-related traffic to the Future 2019 traffic scenario would not equal or exceed the significance thresholds established by the County and utilized by the City to determine a significant impact. Therefore, project implementation would result in less than significant traffic impacts; no mitigation measures are required.

The traffic analysis has been based on a conservative approach with respect to the analysis of potential project-related impacts. As summarized in the analysis presented in this section, application of the study intersection threshold criteria (refer to Table 16-3 and Table 16-4) to the with proposed project scenarios indicates that the proposed project is not expected to create significant impacts at the two study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no formal traffic mitigation measures are required or recommended for the study intersections. However appropriate sight distance will be required to be provided at the project site driveway in order to safely accommodate vehicles exiting the site as well as for pedestrians approaching the driveway along the adjacent public sidewalk through the plan review process.

**4.16(b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less than Significant Impact.** The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis

has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July 2010.

Two CMP intersection monitoring locations in the project vicinity, including CMP Station No. 21 (Artesia Boulevard/Vermont Avenue) and CMP Station No. 154 (Western Avenue/190<sup>th</sup> Street) were evaluated to determine if 50 or more project-related trips would be added to the intersection(s). The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

In addition to the two intersection monitoring locations, three CMP freeway monitoring locations are also located in the project area: CMP Station No. 1033 (SR-91 east of Alameda Street/Santa Fe Avenue segment); Station No. 1045 (I-110 Freeway at Wilmington, south of "C" Street); and Station No. 1046 (I-110 Freeway at Manchester Boulevard). Because the proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required. No impacts to the County CMP will occur.

***4.16(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

***No Impact.*** Several airports exist in the Los Angeles basin. The airports closest to the project site are Compton/Woodley Airport and Hawthorne Municipal Airport. Compton/Woodley Airport is located four miles east of the project site and Hawthorne Municipal Airport is located four miles northwest of the project. Los Angeles International Airport (LAX) is located 10 miles northwest of the project site. In addition, Torrance Airport (Zamperini Field) is located seven miles to the southwest. Although several aviation facilities are located within 10 miles of the site, the proposed project is not located within the Part 77 Notification area of any of the surrounding airports. Furthermore, the proposed project does not propose any features that would either result in an increase in traffic levels at any of the airports or in a change in location that results in substantial safety hazards. No impacts are anticipated as a result of project implementation.

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

***Less than Significant Impact.*** The project site is located in an area of the City of Gardena that is urbanized. Implementation of the proposed project would not result in inadequate design features or incompatible uses because it would be evaluated to determine the appropriate land use permit for authorizing its use and the conditions for their establishment and operation. At a minimum, compliance with relevant Municipal Code standards would be required. The project will also be evaluated to ensure that adequate access and circulation to and within the development would be provided. Access to the site must comply with all City design standards and would be reviewed by the City and the Los Angeles County Fire Department to ensure that inadequate design features or incompatible uses do not occur. The City and the Los Angeles County Fire Department would review the proposed development plans for the proposed project in order to ensure that they are designed to meet adopted standards and provide adequate emergency access. Therefore, implementation of the proposed project would not result in significant impacts involving inadequate design features or incompatible uses.

***4.16(e) Result in inadequate emergency access?***

***Less than Significant Impact.*** Access to the proposed project is planned to be provided via a single driveway on Western Avenue. The proposed project site driveway will be located along the westerly property frontage (i.e., along Western Avenue) at the northwest corner of the project site. The planned project site driveway will be situated in essentially the same location as the existing northerly site driveway. The proposed project site

driveway will accommodate left-turn and right-turn vehicular ingress and egress turning movements. The project site driveway will be constructed to City of Gardena design standards.

**4.16(f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

**Less than Significant Impact.** Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transportation Authority (Metro) and City of Gardena Transit. The project site is served by two Metro lines (Metro 130 and Metro 344) and one Gardena Transit line (Line 2). Metro 130 provides service from Redondo Beach to Cerritos via Hermosa Beach, Harbor Gateway, Compton, North Long Beach, and Bellflower. A total of five AM peak hour buses and four PM peak hour eastbound and westbound buses serve this route. Metro 344 provides service from Rancho Palos Verdes to Harbor Gateway via Rolling Hills Estate, Lawndale and Gardena. Roadways used by both Metro lines include Western Avenue and Artesia Boulevard in the vicinity of the project site. Seven AM peak hour buses and four PM peak hour buses provide northbound and southbound service along this route. Gardena Transit Line 2 provides service to Gardena via Harbor Gateway and travels along Western Avenue, Artesia Boulevard, and 169<sup>th</sup> Place. Ten AM peak hour buses and eight PM peak hour buses service Gardena Transit Line 2 near the project site.

As indicated above, existing transit service is provided in the vicinity of the proposed 16958 S. Western Avenue Townhomes project. The project trip generation (refer to Table 16-2) was adjusted by values set forth in the Congestion Management Plan (CMP) to estimate transit trip generation.<sup>11</sup> Pursuant to the CMP guidelines, the proposed project is forecast to generate transit demand as calculated below:

- Weekday AM Peak Hour =  $20 \times 1.4 \times 0.035 = 1$  Transit Trip
- Weekday PM Peak Hour =  $24 \times 1.4 \times 0.035 = 1$  Transit Trip
- Weekday Daily Trips =  $267 \times 1.4 \times 0.035 = 13$  Transit Trips

The three transit lines provide services for an average of generally 22 and 16 buses during the weekday AM and PM peak hours, respectively. Based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus. Therefore, it is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur due to the proposed project. Redevelopment of the site as proposed would have the potential effect of increasing ridership on these lines; however, project implementation would not conflict with policies regarding public transit. No mitigation measures are required.

The proposed 16958 S. Western Avenue Townhomes project is located along a major corridor and in close proximity to numerous commercial business land uses. The project is well located to encourage pedestrian activity and walking as a transportation mode. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of road space to pedestrians.

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<sup>11</sup>person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips.



- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

The project site is situated within walking distance to retail, restaurant, and other commercial businesses within the area. Pedestrian amenities in the area foster a favorable environment for walking as a transportation mode, which is evidenced by the considerable level of pedestrian activity in the area. Further, as indicated above, regional and local public bus transit stops are provided nearby on Western Avenue, 169th Place and Artesia Boulevard. Therefore, no significant impacts to pedestrian travel/facilities will occur as a result of project implementation.

#### Standard Conditions

No standard conditions are required.

#### Mitigation Measures

No significant project-related traffic impacts will occur as a result of project implementation; no mitigation measures are required.

### 4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			■	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			■	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			■	
e. 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?			■	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			■	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			■	

## Impact Analysis

### ***4.17(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***Less than Significant Impact.*** The proposed project includes the redevelopment of the existing recreational vehicle storage site to a single-family attached residential condominium land use. Adequate treatment capacity is available in the County Sanitation Districts of Los Angeles County treatment plant. The proposed project would not result in any use that would generate wastewater that would exceed treatment requirements of the Regional Water Quality Control Board. Potential impacts would be less than significant; no mitigation measures are required.

### ***4.17(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

***Less than Significant Impact.*** The proposed project is located within District 5 of the Los Angeles County Sanitation District (CSDLAC). The plant serves a population of approximately 3.5 million people throughout Los Angeles County. Prior to discharge, the treated wastewater is disinfected with sodium hypochlorite and sent to the Pacific Ocean through a network of outfalls. These outfalls extend 1-½ miles off the Palos Verdes Peninsula to a depth of 200 feet. Wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, which has a capacity of 400 million gallons per day (mgd). The JWPCP currently processes an average flow of 258.4 mgd.<sup>12</sup> The existing sewer mains within the vicinity of the development are primarily owned by LACSD and the maintenance responsibility is often transferred to the City of Gardena. There are two existing sewer lines located within Western Avenue, one is a 10-inch vitrified concrete pipe (VCP) sewer main and the other is an 8-inch VCP sewer Main. The 10-inch main is located across Western Avenue and would likely not be an ideal point of connection for sewer considering the other existing utilities running parallel to the sewer line. An 8-inch main exists on the east side of Western Avenue that flows southerly. This line would be the point of connection for sewer to serve the project.

Based on a sewage generation rate of 195 gallons per day per dwelling unit (gpd/du),<sup>13</sup> it is estimated that the 46 dwelling units proposed for the project would generate approximately 8,970 gallons per day of raw sewage. The wastewater flow originating from the proposed project will discharge directly to the District's Moneta Trunk Sewer, located in Western Avenue south of 169<sup>th</sup> Place. This facility has a capacity of 0.6 mgd and conveyed a peak flow of 0.3 mgd when last measured in 2011. Project implementation would not require the construction of new wastewater treatment facilities. Therefore, significant impacts will occur; no mitigation measures are required.

### ***4.17(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

***Less than Significant Impact.*** Project implementation will require the construction of storm a storm drainage system to accept the storm runoff generated by the proposed project. In the developed condition, onsite flows from the site will be collected into the onsite storm drain by curb and gutter and will flow west into the main drive aisle and will be treated by biofiltration catch basins located in the drive aisles. These flows will then be conveyed by the onsite 18-inch storm drain system that will flow west and enter a City of Gardena owned and maintained 39-inch RCP pipe that then proceeds south and outlets into the Dominguez Channel Los Angeles County Flood Control Facility and will enter the City of South Gate flood control facility within Imperial Highway. These flows will then finally terminate in the Pacific Ocean. Construction of the proposed storm drain facility will not result in potentially significant environmental impact; no mitigation measures are required.

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<sup>12</sup>County Sanitation Districts of Los Angeles County; Letter from Ms. Adriana Raza, Customer Service Specialist; May 2, 2016.

<sup>13</sup>County Sanitation Districts of Los Angeles County (CSDLAC); Table 1 "Loadings for Each Class of Land Use."

**4.17(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

**Less than Significant Impact.** The project site is within the serve area boundary of the Golden State Water Company (GSWC). The water delivered by GSWC is a blend of groundwater from the West Coast Groundwater Basin and imported water from the Colorado River Aqueduct and the State Water Project in Northern California. Based on an average per capita daily demand of 128 gallons of domestic water,<sup>14</sup> the project's estimated 126 residents would create an additional demand of 16,128 gallons of potable water per day. According to the 2015 Urban Water Management Plan prepared for the Southwest Region of the GSWC, adequate supplies of domestic water will be available to serve the region based on the normal year demand, single-dry year demand, and multiple dry year demand scenarios. GSWC, Metropolitan Water District, Central Basin Metropolitan Water District (CBMWD), and West Basin Metropolitan Water District (WBMWD) have implemented and will continue to implement projects to ensure that imported water demands can be met under normal, single-dry, and multiple-dry years. In addition, Golden State Water Company, WBMWD, the City of Gardena, and the Los Angeles Department of Water and Power broke ground on the South Gardena Recycled Water Pipeline recently. The pipeline will provide the area with recycled water for irrigation purposes, in hopes of reducing dependence on imported water and preserving the city's potable water resources. Once completed, the pipeline is projected to deliver more than 34.2 million gallons (105 acre-feet) of recycled water each year to Arthur Lee Johnson Memorial Park, Gardena High School and Roosevelt Memorial Park. The pipeline is scheduled for completion in January 2017.<sup>15</sup> Therefore, it is expected that adequate water supplies will be available to meet the demand created by the proposed project. The project will be required to comply with current water conservation measures. Therefore, potential impacts to domestic water will be less than significant; no mitigation measures are required.

**4.17(e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less than Significant Impact.** The capacities of the CSDLAC's wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the Clean Air Act. All expansion of Districts' facilities must be sized and serviced phased in a manner that will be consistent with the SCAG regional growth forecast for the Counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. The CSDLAC will provide service up to the levels that are legally permitted. As indicated previously, the JWPCP has a treatment capacity of 400 mgd, and is operating at an average daily flow of 258.4 mgd. The increase of less than 9,000 gallons per day to the average daily flow at the JWPCP would not significantly affect the capacity of the current operations. As a result, potential impacts would be less than significant; no mitigation measures are required.

**4.17(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**Less than Significant Impact.** Solid waste management facilities operated by the County Sanitation Districts of Los Angeles County (CSDLAC) include the Commerce Refuse-to-Energy Facility (CREF), the Downey Area Recycling and Transfer Facility (DART), the South Gate Transfer Station, and the Puente Hills Materials Recovery Facility (PHMRF). The characteristics of each of these facilities are summarized in Table 17-1.

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<sup>14</sup>Final Draft 2015 Urban Water Management Plan – Southwest; Kennedy/Jenks Consultants; July 2016.

<sup>15</sup><http://www.gswater.com/southwest/download/West-Basin-Recycled-Water-Pipeline-Groundbreaking-Ceremony-FINAL.pdf>.

**Table 17-1**

**Solid Waste Management Facilities  
Del Valle Residential Project**

<b>Facility</b>	<b>Location</b>	<b>Permitted Capacity (tons/day)</b>	<b>Existing Volume (tons/day)</b>
Commerce Refuse-to-Energy Facility	5926 Sheila Street Commerce, CA	1,000 <sup>1</sup>	545
Downey Area Recycling and Transfer Facility	9770 Washburn Road Downey, CA	5,000	725
South Gate Transfer Station	9530 Garfield Avenue South Gate, CA	1,000	500
Puente Hills Materials Recovery Facility	2808 Workman Mill Road Whittier (unincorporated)	4,400 <sup>2</sup>	2,200
American Waste and Transfer Station	1449 W. Rosecrans Avenue Gardena	2,225	--
California Waste Services	621 W. 152nd Street Gardena	1,000	--
Waste Resources Recovery	357 W Compton Boulevard Gardena	500	--
<sup>1</sup> Not to exceed 2,800 tons/week. <sup>2</sup> Not to exceed 24,000 tons/week.  SOURCE: County Sanitation Districts of Los Angeles County (November 4, 2016) Los Angeles County Department of Public Works ( <a href="https://dpw.lacounty.gov/epd/swims/Site/factsheet">https://dpw.lacounty.gov/epd/swims/Site/factsheet</a> )			

Based on a population per household of 2.75 persons,<sup>16</sup> the proposed project would result in a total of 126 residents that would generate approximately 595 pounds of municipal refuse assuming an average generation rate of 4.7 pounds per day.<sup>17</sup> As indicated in Table 17-1, capacity is available at the several solid waste management facilities operated by CSDLAC. In addition to the CSDLAC facilities, other solid waste facilities are located in the City of Gardena that may serve the project, including American Waste and Transfer Station, California Waste Services, and Waste Resources Recovery. The remaining refuse would be landfilled at one of the Los Angeles County landfills, which have from two to 41 years of remaining capacity, or to other nearby county landfills. Therefore, potential impacts to solid waste facilities are anticipated to be less than significant. Nonetheless, CSDLAC recommends that recycling elements be incorporated into the design of the project to facilitate recycling intended to meet the 50 percent reduction goal established for all cities in the State (refer to 4.17(g)).

**4.17(g) Comply with federal, state, and local statutes and regulations related to solid waste?**

**Less than Significant Impact.** The California Integrated Waste Management Acts (AB 939) requires cities to divert 50 percent of the waste stream away from land disposal. In order to comply with State laws and to assist in meeting this goal, the CSDLAC recommends that the proposed development incorporate storage and collection of recyclables into the project design. To that end, the project has been designed to include enough space within the private garage of each dwelling unit to store individual trash and recycling bins. The City of Gardena is required to comply with AB939. Site development will be subject to Section 8.20.060 of the Gardena

<sup>16</sup>Gardena General Plan.

<sup>17</sup><http://www.calrecycle.ca.gov/LGCentral/GoalMeasure/DisposalRate/MostRecent/default.htm>. Average generation rate throughout California for 2015.

Municipal Code and the requirements established in the City's Source Reduction and Recycling Element (SRRE) that reflect the manner in which solid waste reduction will occur. Although the City has struggled to meet the 50 percent waste reduction goal, compliance with the SRRE will ensure that reductions in solid waste occur, not only at the project site but also throughout Los Angeles County. Furthermore, at least 50 percent of the construction waste will be diverted from landfills. Therefore, potential impacts will be less than significant; no mitigation measures are required.

#### Standard Conditions

No standard conditions are required.

#### Mitigation Measures

No significant impacts to utilities will occur and no mitigation measures are required.

### 4.18 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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, 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?				■
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			■	
c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		■		

#### Impact Analysis

**4.18(a) Does the project have the potential to 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, 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?**

**No Impact.** The applicant is proposing a Specific Plan in order to accommodate the proposed residential development. The project site been impacted by past activities that have modified the existing site features in order to accommodate the existing RV storage on the site. Project implementation will not result in the loss of any sensitive habitat or species. Further, no cultural or scientific resources are known to be located on the site and important historic resources would not be adversely affected by the Project. Project implementation will

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, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory. Thus, no impacts would occur as a result of project implementation.

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

**Less than Significant Impact.** Because the subject property has been substantially altered as a result of development that has occurred, no native habitat or other important or sensitive species and/or cultural/scientific resources would occur. Furthermore, implementation of the proposed project would not result in significant cumulative impacts. In particular, incremental traffic, noise and air quality impacts would not exceed significance thresholds identified either by the City of Gardena, County of Los Angeles, or other adjacent municipality and/or responsible agency in the project area. Therefore, as indicated below, the proposed project does not have the potential to generate other project-related impacts that may be cumulatively considerable.

#### Aesthetics

As indicated in the preceding analysis, the project site is not located within an area that had been identified by the City of Gardena as having important or significant aesthetic resources; no rock outcroppings, significant trees, hillsides or other scenic resources exist on the developed site. Redevelopment of the of the site with 46 residential townhome units will not result in any impacts to scenic or aesthetic resources and, therefore, would not contribute to the cumulative degradation of scenic or aesthetic resources. Project implementation will not result in any potential cumulatively significant aesthetic impacts.

#### Agriculture and Forestry Resources

The site neither supports agriculture and forestry nor is designated for such use(s). The site is not recognized either by the City, County or State as an agricultural or forestry resource. Therefore, redevelopment of the site as proposed would not result in any potentially significant cumulative impacts to agriculture or forestry resources.

#### Air Quality

Project implementation will result in an increase in daily vehicle trips. As a result, air emissions would be generated as a result of both construction and operation of the proposed residential townhome project. However, the pollutant emissions generated by the proposed project would not exceed the thresholds established by the SCAQMD. Compliance with the applicable SCAQMD rules will ensure that dust emissions are minimized during construction to further reduce short-term cumulative impacts. Operational air emissions will likewise not be significant because the project would not exceed the City’s long-range projections anticipated for the subject property, which are the basis for air emissions forecasts in the Air Quality Management Plan (AQMP). Neither the project-related trip generation nor mobile source emissions would exceed the projections in that document. Therefore, potential cumulative air quality impacts are less than significant.

#### Biological Resources

As indicated in the preceding analysis, the site is devoid of important biological resources, including sensitive plant and animal species and habitat. Project implementation will not result in any impacts to biological resources and would not, therefore, result in any significant cumulative impacts to biological resources.

## Cultural Resources

The subject property has been extensively altered as a result of prior site development. The City complied with the AB52 Native American Consultation requirements; no requests for consultation were received during the stipulated 30-day response period. Nonetheless, monitoring during site grading by a member of the Gabrieleño Band of Mission Indians – Kizh Nation is required to ensure that should cultural resources be encountered, they can be assessed and addressed through appropriate mitigation. Although no cultural and/or paleontological resources are expected to occur on the site, proper mitigation in the event such resources are identified will be adequate to avoid potentially significant cumulative impacts.

## Geology and Soils

Project implementation will not result in any significant cumulative impacts associated with site soils or geology because the project will be designed to meet current CBC and City Building Code requirements to ensure that loss of property and life is minimized. In addition, mitigation measures have also been prescribed in the geotechnical investigation conducted for the proposed project to ensure that no significant cumulative loss of property and/or lives will occur. Therefore, cumulative impacts are anticipated to be less than significant.

## Greenhouse Gas

Project-related cumulative impacts will not be significant because neither the short-term (i.e., demolition, grading, and construction) emissions of GHG nor the operational GHG emission will exceed recommended significance thresholds. Furthermore, the contribution of project-related GHG emissions to the cumulative impact of global climate change is considered less than significant because of the adoption of a new low carbon fuel standard and through increased fuel efficiency as mandated in AB 32 and related programs adopted by the State of California.

## Hazards and Hazardous Materials

Based on the findings of the Phase I ESA and Phase II ESA, the project site is not characterized by hazardous conditions, including site contamination that could result in potential hazards to future residents or a release of hazardous materials into the environment. Furthermore, the project includes only residential development, which would not result in potential hazards or hazardous conditions. As a result, project implementation would not result in potentially significant cumulative impacts related to hazards and hazardous materials.

## Hydrology and Water Quality

Project implementation will result in modifications to the project site that will change the hydrologic conditions. Project implementation would result in a reduction in the amount of storm runoff generated by the proposed project when compared to the existing impervious condition of the site. The project will comply with applicable LID requirements to reduce storm runoff. As a result, the project would reduce runoff during a storm event. In addition, with the implementation of the BMPs and features proposed in the project, storm runoff will not exceed volumes prescribed for site development. In addition, surface water will be treated through proprietary biofiltration systems to ensure that pollutant loads are minimized in order to meet discharge requirements. Therefore, project implementation will not significantly contribute to the cumulative degradation of either storm runoff or water quality. Project-related cumulative impacts are less than significant.

## Land Use and Planning

Although the proposed project will require the approval of a General Plan Amendment, Zone Change, and approval of a specific plan, the proposed project is consistent with relevant General Plan policies. The project would also not be growth inducing as there is adequate infrastructure to accommodate the proposed residential

development and the project site and environs are developed and would not, therefore, conflict with an adopted habitat conservation plan or natural community conservation plan. Therefore, no significant cumulative impacts would occur as a result of project implementation.

#### Mineral Resources

The subject property is not designated for mineral resources either by the State of California, County of Los Angeles, or City of Gardena and is not known to contain such resources. As a result, no mineral resources would be lost with site development and no cumulative impacts will occur.

#### Noise

Project implementation will result in the generation of additional traffic when compared to the existing RV storage use currently occupying the site. However, the project-related traffic would result in a maximum cumulative noise level increase of 0.3 dBA, which would be less than significant. No additional cumulative noise impacts would occur as a result of project implementation.

#### Population and Housing

Neither homes nor residents would be displaced as a result of project implementation. Because the proposed project is consistent with the long-range policies adopted by the City of Gardena, and because the project is located in an area of the City that is intensively developed, including residential uses, no cumulative impacts will occur as a result of project implementation.

#### Public Services

Project implementation would result in “in fill” development within an area of the City that is urbanized. The area in which the project is located is currently provided with adequate public services, including police protection, fire protection, schools, and related services. The proposed project would not substantially affect the existing level of police protection provided in the area. Therefore, no significant cumulative impacts will occur. Similarly, no potentially significant cumulative impacts to fire protection services provided by the Los Angeles County Fire Department would occur as the project is consistent with the long-range land use plans for the City and adequate protection services would be provided to meet the long-term development occurring in the City. The project would also not result in a significant impact to schools given the available capacity in the existing school that would serve future students generated by the project. Although there is a deficit in public parks in Gardena, the project has incorporated some on-site open space/passive recreational amenities to serve future residents in an effort to offset potential adverse impacts to parkland in the City. In addition, the small increase in population would not create significant cumulative demands on other public services, including the library system.

#### Recreation

Although the proposed project includes residential development that would create a demand for recreational amenities in the City resulting from the increase in population, the project has incorporated an open space/passive recreational component to serve project residents. In addition, the City has a park dedication and/or in-lieu fee payment requirement for new residential development. Payment of the in-lieu park fee will avoid project-related cumulative impacts.

#### Transportation/Traffic

As previously discussed, eight projects have been approved in the general area, in addition to the proposed project, that would contribute to the cumulative traffic conditions in the project area. Table 16-3 summarizes project-related cumulative contribution to the future (2019) traffic conditions at the two key study intersections. As indicated in that table, project implementation would not result in potentially significant cumulative traffic impacts. The project-related increases in the V/C for both intersections do not equal or



exceed the significance criteria established by the County of Los Angeles and City of Gardena. Therefore, project implementation would not result in a potentially significant cumulative traffic impact; no mitigation measures are required.

#### Utilities

Project implementation will create an increase in the demand for domestic water and would also generate additional raw sewage and refuse; however, the project is consistent with the long-range plans and policies adopted for the subject site and would not create demands for water or generate sewage and/or refuse that exceed what is anticipated as a result of development that is consistent with those plans. Therefore, because demand and generation rates associated with the proposed project can be accommodated by the existing infrastructure, their potential cumulative impacts would be less than significant.

***4.18(c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?***

***Less than Significant with Mitigation Incorporated.*** Construction and operation of the proposed 46-unit residential townhome development requires the approval of the Western Avenue Specific Plan and Tentative Tract Map (TTM 74350). Although the preliminary analysis of the proposed project concluded that potentially significant impacts may occur that could cause substantial adverse effects on human beings (e.g., geology and soils and noise), mitigation measures have been prescribed to either avoid the potentially significant impacts or reduce the impact(s) to a less than significant level.

## 4.19 REFERENCES

Albus-Keefe & Associates, Inc.; Geotechnical Due-Diligence Investigation, Proposed Residential Development, 16958 South Western Avenue, Gardena, CA; April 7, 2016.

C&V Consulting, Inc.; Preliminary Hydrology Study 16958 S. Western Avenue, Gardena, CA – TTM 74350; September 2016..

C&V Consulting, Inc.; Low Impact Development Plan (LID); September 2016.

City of Gardena; Gardena General Plan.

Community Development Element

- Land Use Plan
- Community Design Plan
- Circulation Plan

Community Resources Element

- Open Space Plan
- Conservation Plan

Community Safety Element

- Public Safety Plan
- Noise Plan

Housing Element

City of Gardena; Gardena Municipal Code.

County of Los Angeles Fire Department; Letter dated November 16, 2016.

County Sanitation Districts of Los Angeles County; Letter dated November 4, 2016.

Giroux & Associates; Air Quality and GHG Analyses Gardena Townhomes, Gardena, CA; November 17, 2016.

Giroux & Associates; Noise Impact Analysis; Gardena Townhomes, Gardena, CA; November 18, 2016.

Kennedy/Jenks Consultants; Golden State Water Company; 2015 Urban Water Management Plan (UWMP) Southwest Final Draft; July 2016.

Linscott, Law & Greenspan Engineers, Inc.; Traffic Study 16958 S. Western Avenue Townhomes Project; December 6, 2016.

Stantec; Phase I Environmental Site Assessment – RV Storage Lot 16958 S. Western Avenue, Gardena, CA; October 12, 2015.

Stantec; Phase II Environmental Site Assessment – RV Storage Lot 16958 S, Western Avenue, Gardena, CA; November 3, 2015.

William Hezmahalch Architects, Inc., C&V Consulting, and C2Collaborative; Draft Western Avenue Specific Plan; December 2016

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*Mr. Alfred C. Ying, PDP*

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## 5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in Section 3.0, *Initial Study Checklist*, and Section 4.0, *Environmental Analysis*, it is concluded that the proposed Western Avenue Specific Plan/TTM 74350 Project would not have a significant effect on the environmental issues analyzed. Accordingly, it is recommended that the City of Gardena prepare a Mitigated Declaration.

Date

12.6.16

Keeton K. Kreitzer, Principal  
Keeton Kreitzer Consulting



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## 6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.0 have been added. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☒

I find that the proposal **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐

I find that the proposal **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐

I find that the proposal could have a significant effect on the environment, because all potentially significant effects a) have been adequately analyzed in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable legal 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.

☐

Signature

Raymond Barragan, Director  
Printed Name/Title

City of Gardena  
Agency

6 DECEMBER 2016  
Date