DRAFT

Initial Study/Mitigated Negative Declaration

Tilbury Village

February 2022

Prepared for:

City of Hawaiian Gardens
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716
Contact: Kevin Nguyen

Prepared by:

22 Executive Park, Suite 200
Irvine, California 92614
(949) 655-3900
Contact: William Halligan, Esq., Senior Director/Senior Environmental Counsel

This page intentionally left blank.

Table of Contents

Figures

Tables

Appendices

°F	degrees Fahrenheit
µg/kg	micrograms per kilogram
µg/L	micrograms per liter
AB	Assembly Bill
ADT	average daily traffic
Alquist-Priolo	Alquist-Priolo Earthquake Fault Zoning Act
AMSL	above mean sea level
AST	aboveground storage tank
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFG Code	California Fish and Game Code
CFR	Code of Federal Regulations
CH_4	methane
CNDDB	California Rare Plant Rank
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
cy	cubic yard
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	environmental impact report
FEMA	Federal Emergency Management Agency
FESA	federal Endangered Species Act

GHG	greenhouse gas
GIS	geographic information system
gpm	gallons per minute
GPS	Global Positioning System
GSF	gross square feet
GWP	global warming potential
HFC	hydrofluorocarbon
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IS	initial study
L_{dn}	day-night average sound level
L_{eq}	equivalent continuous sound level
L_{max}	maximum sound level
L_{min}	minimum sound level
LOS	level of service
LUST	leaking underground storage tank
MBTA	Migratory Bird Treaty Act
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
MMRP	Mitigation Monitoring and Reporting Program
MMT	millions of metric tons
mpg	miles per gallon
mph	miles per hour
MSCP	Multiple Species Conservation Program
MT	metric ton
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP	natural community conservation plan
ND	negative declaration
NO	nitric oxide
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	operations and maintenance
O_3	ozone
OEHHA	California Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PCB	polychlorinated biphenyl
PFC	perfluorocarbon
PM	particulate matter
PM_{10}	particulate matter measuring no more than 10 microns in diameter

$PM_{2.5}$	fine particulate matter measuring no more than 2.5 microns in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
project	Tilbury Village
RAQS	Regional Air Quality Strategy
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gas
ROW	right-of-way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAA	streambed alteration agreement
SB	Senate Bill
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SO_2	sulfur dioxide
SO_x	sulfur oxides
SR-	State Route
SVOC	semivolatile organic compound
SWPPP	stormwater pollutant prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Services
USGS	U.S. Geological Survey
UST	underground storage tank
v/c	volume to capacity
VdB	vibration decibel
VMT	vehicle miles traveled
VOC	volatile organic compound

This page intentionally left blank.

Document Overview

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with California Environmental Quality Act (CEQA) and the CEQA Guidelines for the proposed Tilbury Village (project). The primary intent of this document is to determine whether project implementation would result in potentially significant impacts to the environment.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environment review document. As specified in Section 15064(f) of the CEQA Guidelines, the lead agency may prepare a Mitigated Negative Declaration if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment but that implementation of specific mitigation measures would reduce potentially significant impacts to a less than significant level. As the lead agency for the Proposed Project, the City of Hawaiian Gardens has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that no potentially significant impacts would occur. Therefore, an IS/MND has been prepared for the Proposed Project.

This IS/MND is organized as follows:

- **Section 1: Project Description.** This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- **Section 2: Initial Study Checklist.** This section discusses the CEQA environmental topics and checklist questions and identifies the potential for impacts.
- **Section 3: List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this IS/MND.
- **Section 4: References.** This section presents a list of reference materials consulted during preparation of this IS/MND.

Public Review

The IS/MND will be circulated for a 30-day public review period from February 11, 2022, to March 11, 2022

Comments regarding this IS/MND must be made in writing and submitted to:

City of Hawaiian Gardens
Community Development Department
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716
Attn: Kevin Nguyen, Associate Planner II

or by email to knguyen@hgcity.org.

Comments should focus on the proposed finding that the project would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the project proponent. If the commenter believes that the project may have a significant environmental effect, it would be helpful for the commenter to identify the specific effect and explain why the effect would occur and why it would be significant.

Section 1 Project Description

The following Initial Study (IS) and Environmental Checklist presents information on the project and an evaluation of the probable environmental effects anticipated by the Tilbury Village Project (Proposed Project). This Initial Study has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA), as amended, and the CEQA Guidelines.

1.1 Project Location

The Proposed Project is at 12345 Carson Street in the City of Hawaiian Gardens (City). The .57 acre (25,182 square foot) Project Site is on the corner of Tilbury Street and Claretta Avenue, approximately one mile east of Interstate 605. Figure 1, Regional Location, shows the project regional location, while Figure 2, Project Site, depicts the Project Site and the surrounding vicinity.

1.2 Environmental Setting

The City of Hawaiian Gardens is the smallest city in the County of Los Angeles (County). The Project Site is in an urban area of the southeast region of the County and is currently occupied by a manufactured/modular home company. Generally, the City is an urbanized community. Commercial uses are concentrated along Norwalk Boulevard and Carson Street. The City is surrounded by the City of Long Beach to the west and south, the City of Lakewood to the north, and the Orange County City of Cypress is adjacent to the east. The City is directly accessible from Interstate (I) 605, which is located on the west side of the City. Additionally, the City is regionally accessible from I-405 located approximately 2.8 miles to the south, and Highway 91 approximately 2.3 miles to the north.

1.2.1 Surrounding Land Uses

The parcel is surrounded by commercial retail uses directly to the north, south and west. The Proposed Project is surrounded by residential uses on all sides and Coyote Creek to the east. Melbourne (Ella P.) Elementary is located further north. Forest Lawn Cemetery is located further east of the Proposed Project.

1.2.2 Existing General Plan and Zoning

The Project Site is currently designated as General Commercial (GC) by the City of Hawaiian Gardens General Plan Land Use Map and is zoned as General Commercial (C-4).

1.3 Project Description

As shown on Figure 3, Site Plan, the project proposes to redevelop the .57-acre site with 13 multifamily housing (mid-rise) dwelling units within two buildings. The maximum lot coverage would be 10,605 square feet (42%) of the 25,182 square foot lot area that makes up the Project

Site. The buildings would be 3 stories at a height of 33 feet and 8 inches. The Proposed Project would include 156 square feet of open space per unit, including 95 square feet per unit of common open space and 61 square feet per unit of private useable open space. The Proposed Project would provide 33 total parking spaces. The project also includes outdoor seating in the form of a picnic table and benches.

A grading plan has also been prepared for the Proposed Project (see Figure 4, Grading Plan). This plan indicates that the slope at the concrete or paver walkway should not exceed 4.9% and cross slope should not exceed 2% at walkways only. Additionally, as part of the Proposed Project's exterior improvements, the slope finish grade would be 5% for 10 feet away from structures all around.

The Project Site is currently designated for General Commercial (GC), which does not allow residential development. Therefore, the project includes a general plan amendment and zone change to High Density Residential (R-4) to permit the construction of 13 multi-family residential units. Figure 5, Typical Unit Floor Plans, illustrates the square footage per unit in addition to the amount of private open space in the form of balconies. Figure 6, Building 1, Exterior Elevations, and Figure 7, Building 2, Exterior Elevations, show the building elevations for the two proposed buildings with associated material and color schedules. Figure 8, Landscape Plan, illustrates the proposed landscape plan for the Proposed Project including a plant palette and tree and shrubbery details.

The Proposed Project also includes a full access driveway to Claretta Avenue. Each unit is proposed to provide two parking spaces and seven guest parking spaces are proposed on site. Additionally, Tilbury Street and Claretta Avenue provide on-street parking adjacent to the Project Site.

1.3.1 Project Phasing

The Proposed Project would be implemented in one phase upon approval of necessary discretionary actions and permits. The construction is tentatively scheduled to start in 2022 and take approximately two years to complete.

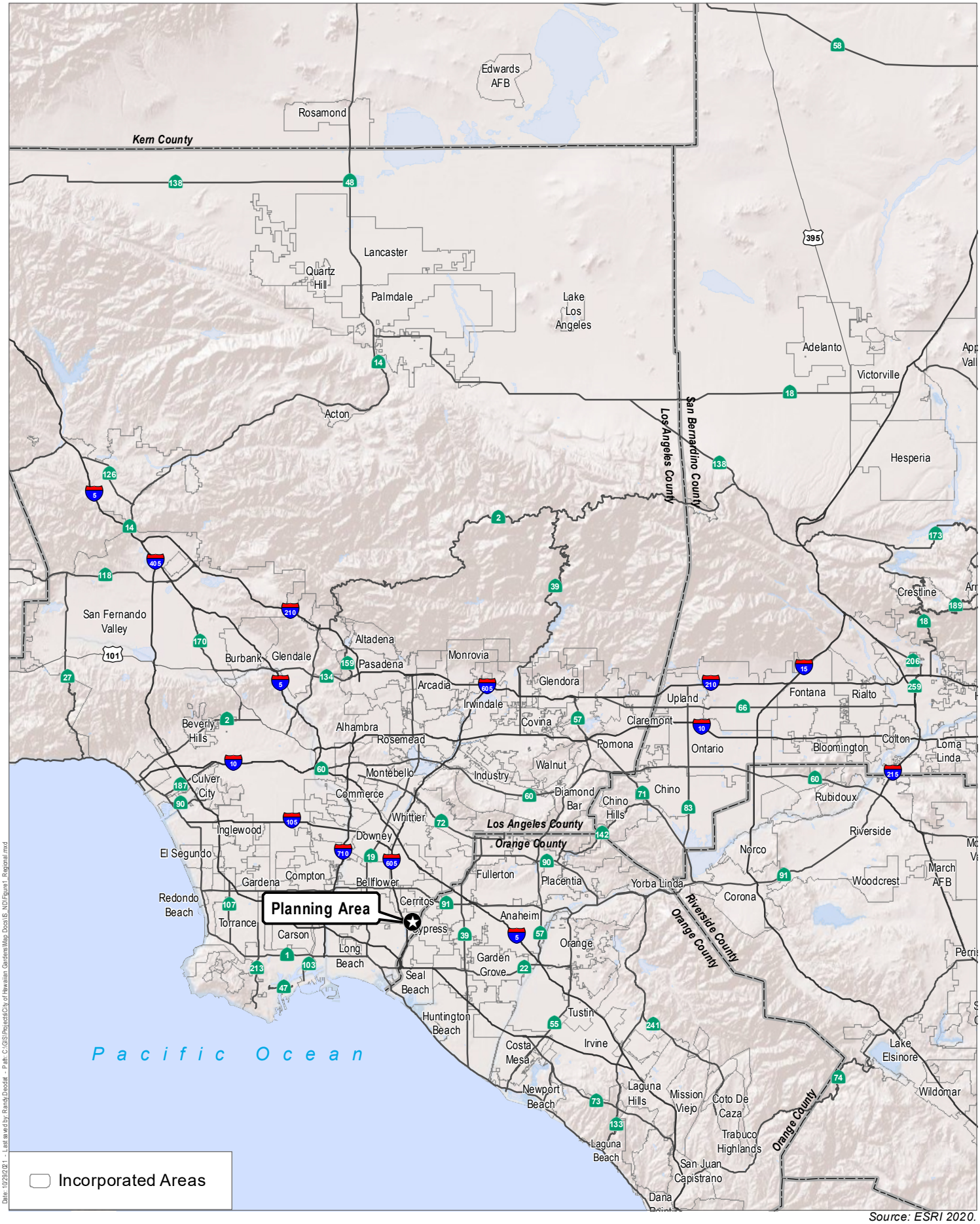
1.4 Project Approvals and Permits

The City is the lead agency under CEQA and has the principal approval authority over the Proposed Project. A responsible agency is a public agency other than the lead agency that has responsibility for carrying out or approving a project (CEQA Guidelines, Section 15381, and California Public Resources Code, Section 21069). The following discretionary actions would be required to implement the project (Table 1, Anticipated Discretionary Actions/Approvals).

Table 1. Anticipated Discretionary Actions/Approvals

Lead Agency	Action
City of Hawaiian Gardens	General Plan Amendment
	Zone Change to High-Density Residential
	Site Plan Review
Responsible Agencies	**Action**
None.	

This page intentionally left blank.



Source: ESRI 2020.

Harris & Associates

Figure 1

Regional Location

Tilbury Village

This page intentionally left blank.

Source: Maxar Imagery 2020.

Harris & Associates

N

0 200 400

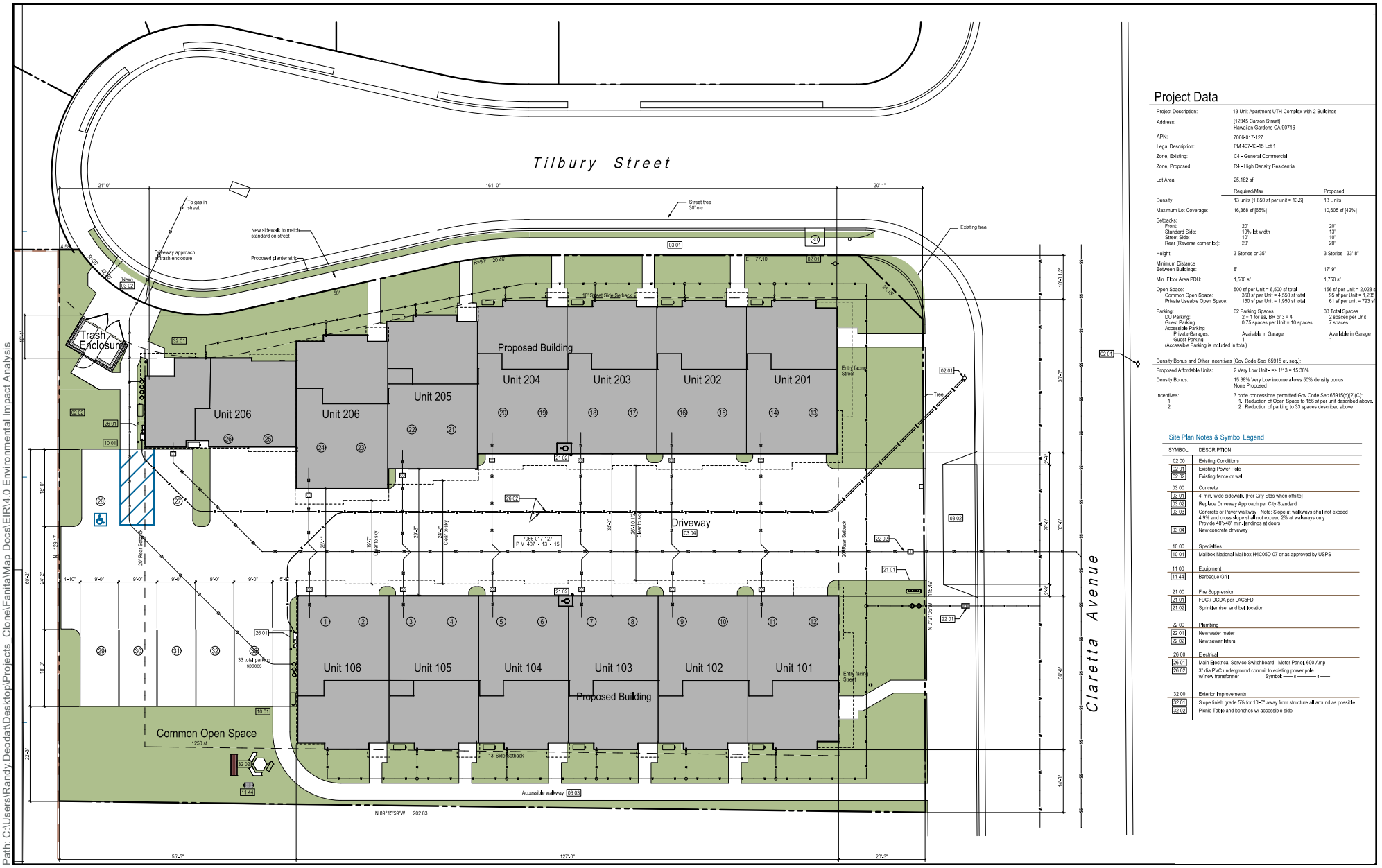
Feet

Figure 2

Project Site

Tilbury Village

This page intentionally left blank.



Path: C:\Users\Randy.Deodat\Desktop\Projects_Clone\Fanita\Map Docs\EIR\4.0 Environmental Impact Analysis

Source: S Squared Architecture Inc. 2021.

Harris & Associates

N

0 20 40

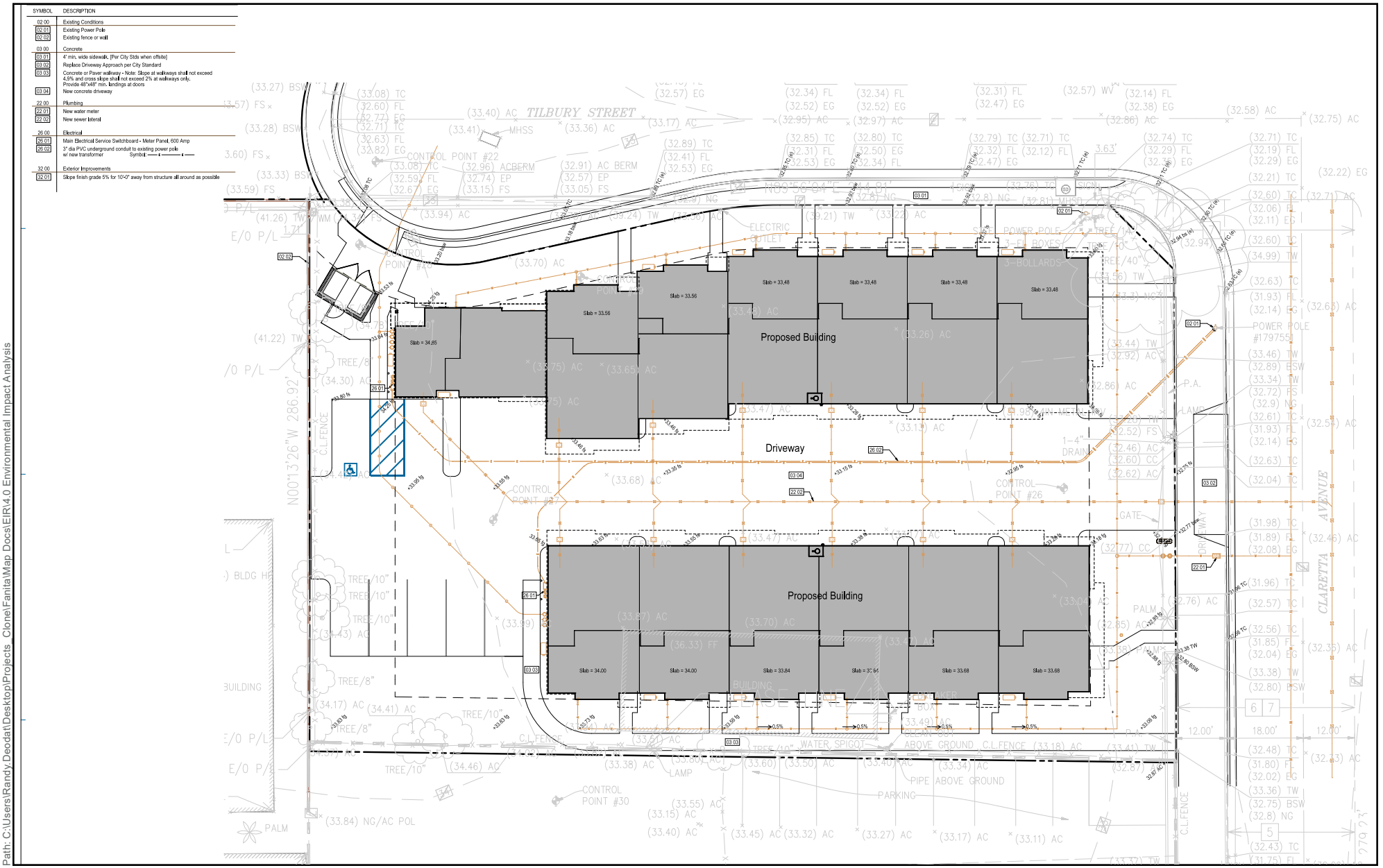
Feet

Figure 3

Site Plan

Tilbury Village

This page intentionally left blank.



Path: C:\Users\Randy.Deodat\Desktop\Projects_Clone\Fanita\Map Docs\EIR\4.0 Environmental Impact Analysis

Source: S Squared Architecture Inc. 2021.

Harris & Associates

N

0 12 24

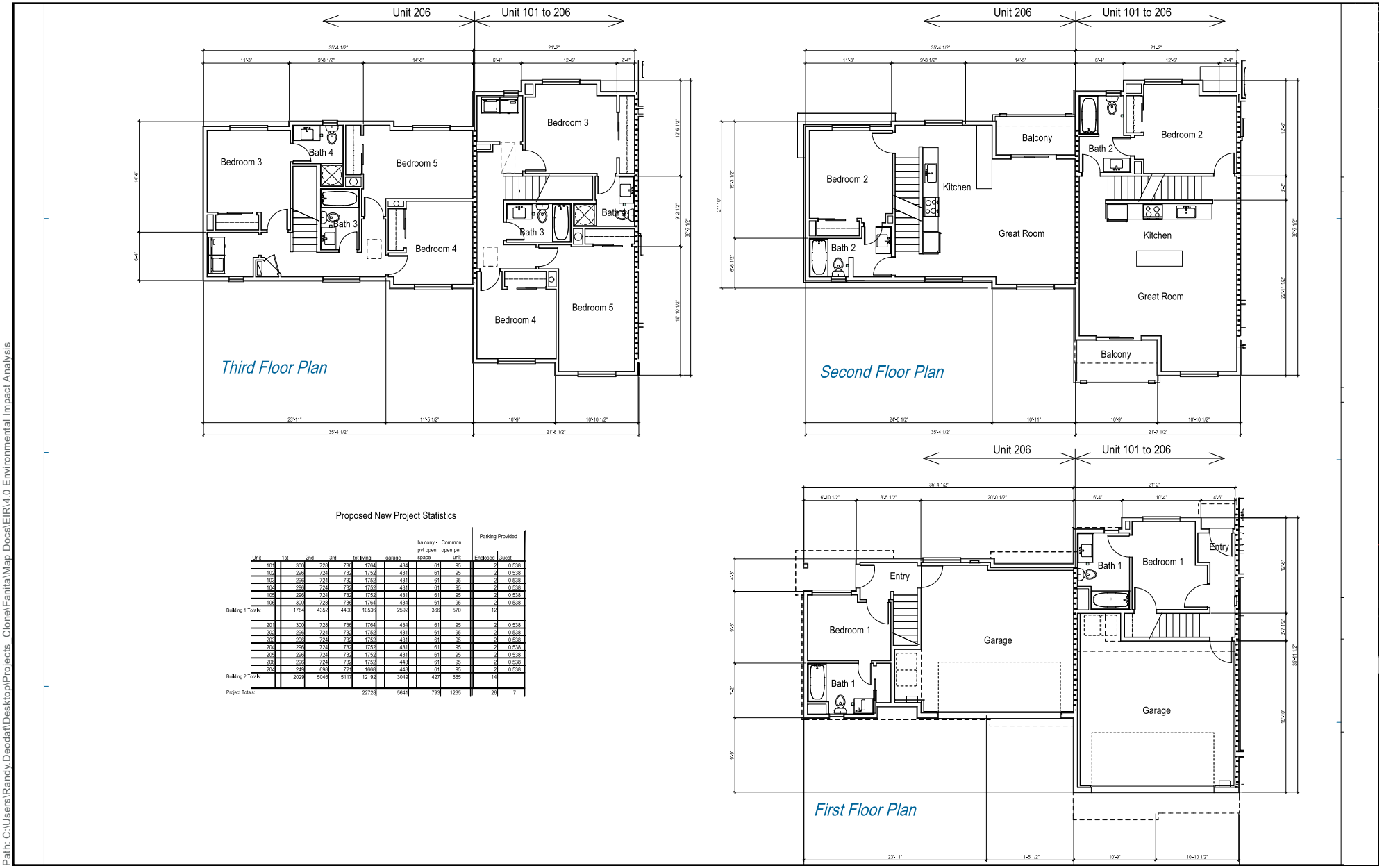
Feet

Figure 4

Grading Plan

Tilbury Village

This page intentionally left blank.



Proposed New Project Statistics

Unit	1st	2nd	3rd	tot living	garage	balcony - pvt open space	Common open per unit	Parking Provided Enclosed	Parking Provided Guest
101	300	728	736	1764	434	61	95	2	0,538
102	296	724	732	1752	431	61	95	2	0,538
103	296	724	732	1752	431	61	95	2	0,538
104	296	724	732	1752	431	61	95	2	0,538
105	296	724	732	1752	431	61	95	2	0,538
106	300	728	736	1764	434	61	95	2	0,538
Building 1 Totals:	1784	4352	4400	10536	2592	366	570	12	
201	300	728	736	1764	434	61	95	2	0,538
202	296	724	732	1752	431	61	95	2	0,538
203	296	724	732	1752	431	61	95	2	0,538
204	296	724	732	1752	431	61	95	2	0,538
205	296	724	732	1752	431	61	95	2	0,538
206	296	724	732	1752	443	61	95	2	0,538
204	249	696	721	1666	448	61	95	2	0,538
Building 2 Totals:	2029	5048	5117	12192	3049	427	665	14	
Project Totals:				22728	5641	793	1235	26	7

Path: C:\Users\Randy.Deodat\Desktop\Projects_Clone\Fanita\Map Docs\EIR\4.0 Environmental Impact Analysis

Source: S Squared Architecture Inc. 2021.

Harris & Associates

N

0 5 10

Feet

Figure 5

Typical Unit Floor Plans

Tilbury Village

This page intentionally left blank.

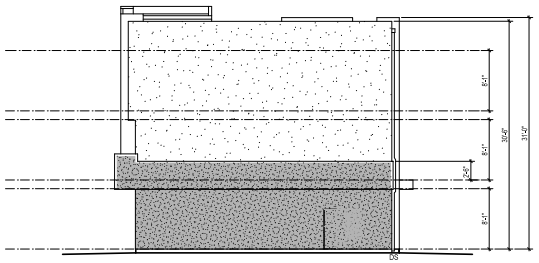
Material & Color Schedule

Colors shall be as designated by the manufacture and shown above unless otherwise noted.

RM	BUR Roof Membrane	GAF Tri-Ply system or equal (Not visible from public way).	
T	Metal Trim: Parapet/Roof Edge Metal Fascia Gutters	MBCI Burnished Slate or equal Dunn Edwards DE6385 - Black Bean	
CPL-B	Cement Plaster - Body 16/20 cement finish texture	La Habra X-50, Crystal White or equal	
CPL-A	Cement Plaster - Accent 16/20 cement finish texture	La Habra 81593, Bay Ridge or equal	
Plank	Fiber Cement Lap Siding Cedarmill Texture	James Hardie HardiePlank Night Gray	
A/D	Accent Color/Doors:	Dunn Edwards DE5125 - Red River o/ Fiberglass door	
GD	Garage Doors:	Dunn Edwards DE6362 - Storm Cloud	
W	Windows: Note: Windows recessed on Front and Side Street Elevations	White Vinyl finish or equal	
NUM	Address:	8" White Internally Lit Address Numbers	

Note: paint downspouts to match Stucco or wall finish behind.

South - Left Elevation



West - Rear Elevation

East - Front Elevation

North - Right Elevation

Source: S Squared Architecture Inc. 2021.

Figure 6

Building 1, Exterior Elevations

Tilbury Village

Harris & Associates

This page intentionally left blank.

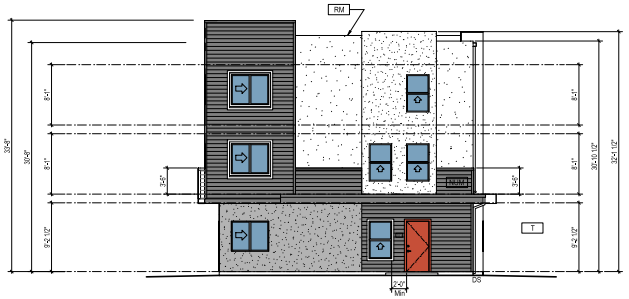
Material & Color Schedule

Colors shall be as designated by the manufacture and shown above unless otherwise noted.

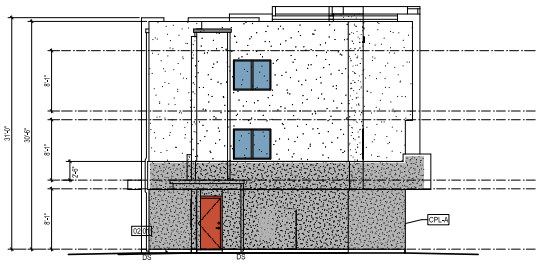
RM	BUR Roof Membrane	GAF Tri-Ply system or equal (Not visible from public way).
T	Metal Trim: Parapet/Roof Edge Metal Fascia Gutters	MBCI Burnished Slate or equal Dunn Edwards DE6385 - Black Bean
CPL-B	Cement Plaster - Body 16/20 cement finish texture	La Habra X-50, Crystal White or equal
CPL-A	Cement Plaster - Accent 16/20 cement finish texture	La Habra 81593, Bay Ridge or equal
Plank	Fiber Cement Lap Siding Cedarmill Texture	James Hardie HardiePlank Night Gray
A/D	Accent Color/Doors:	Dunn Edwards DE5125 - Red River o/ Fiberglass door
GD	Garage Doors:	Dunn Edwards DE6362 - Storm Cloud
W	Windows: Note: Windows recessed on Front and Side Street Elevations	White Vinyl finish or equal
NUM	Address:	8" White Internally Lit Address Numbers

Note: paint downspouts to match Stucco or wall finish behind.

North - Right Elevation



East - Front Elevation



West - Rear Elevation

South - left Elevation

Source: S Squared Architecture Inc. 2021.

Figure 7

Building 2, Exterior Elevations

Tilbury Village

Harris & Associates

This page intentionally left blank.

Path: C:\Users\Randy.Deodat\Desktop\Projects_Clone\Fanita\Map Docs\EIR\4.0 Environmental Impact Analysis

Source: S Squared Architecture Inc. 2021.

Harris & Associates

Figure 8

Landscape Plan

Tilbury Village

This page intentionally left blank.

Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines to determine if the Proposed Project may have a significant effect on the environment.

2.1 Project Information

1. Project title:	Tilbury Village
2. Lead agency name and address:	City of Hawaiian Gardens Community Development Department 21815 Pioneer Boulevard Hawaiian Gardens, California 90716
3. Contact person name, address, and phone number:	Kevin Nguyen, Associate Planner II Community Development Department 21815 Pioneer Boulevard Hawaiian Gardens, California 90716 (562) 420-2641 ext. 246
4. Project location:	12345 Carson Street APN 7066-017-127
5 Project sponsor's name and address:	Scott Choppin Urban Pacific 5318 E. 2nd Street, Suite 644 Long Beach, California 90803
6. General plan designation:	General Commercial (GC)
7. Zoning:	C4 – General Commercial.
8. Description of project:	Refer to Section 1, Project Description, of this IS/MND.
9. Surrounding land uses and setting:	Refer to Section 1 of this IS/MND.
10. Other public agencies whose approval is required:	None.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	Tribal consultation has been completed in accordance with Senate Bill 18 and Assembly Bill 52.

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

2.3 Lead Agency Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent (state), including implementation of the mitigation measures identified herein. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Kevin Nguyen

Signature
Kevin M. Nguyen, Associate Planner II
City of Hawaiian Gardens

2-9-2022

Date

2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the project. The checklist portion of the IS begins below and includes explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact.** The analysis concludes that the project would not affect the particular resource in any way.
- **Less than Significant.** The analysis concludes that the project would not cause substantial adverse change to the environment without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated**. The analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of mitigation agreed upon by the applicant.
- **Potentially Significant.** The analysis concludes that the project could result in a substantial adverse effect or significant effect on the environment, even if mitigation is incorporated. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

2.4.1 Aesthetics

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

Impact Analysis

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

No Impact. The Project Site is currently occupied by a manufactured/modular home company and is visible from surrounding land uses, including surrounding roadways, commercial areas, and residential areas. The Project Site is not located within a designated scenic vista area, and there are no scenic vistas designated in the City. As such, visual changes at the Project Site would not adversely affect scenic vistas. Implementation of the Proposed Project would replace the existing lot with a three-story residential development and associated parking and landscaping. Since there are no scenic vistas in the City, the project would result in no impact to scenic vistas.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. There are no eligible or officially designated state scenic highways located in the City (Caltrans 2019). The closest scenic highway to the Project Site is State Route (SR) 1, located in Orange County approximately 6 miles southwest of the Project Site. SR-1 is not visible from the Project Site, nor is the Project Site visible from SR-1. As such, the project would not impact scenic resources in a state-designated scenic highway. No impact would occur.

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

Less Than Significant Impact. California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of January 2021, the population of Hawaiian Gardens is 14,467 persons (California Department of Finance 2021). However, the City of Long Beach borders the City to the south and has a population of 467,730 persons (California Department of Finance 2021). Therefore, the project is in an urbanized area, and the following analysis considers whether the project would conflict with applicable zoning and other regulations governing scenic quality.

The Project Site is an infill site in a developed commercial and residential area and the Proposed Project would not significantly degrade the existing visual character of the surrounding area. The scale and massing of the proposed homes are consistent with surrounding uses. The Proposed Project would require a zone change from C-4 (General Commercial) to R-4 (High Density Residential). In an effort to ensure that any future changes related to visual character and quality do not result in adverse impacts, and to ensure the proposed residential structures are visually compatible with surrounding land uses, the Proposed Project would be designed in accordance with the City's Municipal Code Section 18.40.050, which sets forth development standards for the R-4 zone. In addition, the project would be subject to review by the zoning administrator to ensure that the design of the proposed structures is consistent with all applicable design requirements, standards, and regulations set forth in the Municipal Code.

Figure 3 illustrates the site plan and on-site circulation for the approximately .57-acre site; and Figures 6 and 7 detail the elevations of the proposed buildings. The figures also identify proposed building materials and accent features.

The project would have a maximum height of 33 feet and 8 inches, which is under the maximum allowable height of 35 feet. The Proposed Project would have a maximum lot coverage of 42 percent, under the maximum lot coverage for the R-4 zone of 65 percent. The Proposed Project would fall within the allowable setbacks as designated in the R-4 zone, in addition to the minimum distance between buildings. The Project Site is located proximate to a major commercial corridor of Norwalk Boulevard in the city. A majority of commercial development is located here and contributes to the highly urbanized nature of the area.

Commercial development along Norwalk Boulevard primarily consists of one- to two-story strip mall development and commercial shopping centers. Commercial buildings in the City vary in

color; however, the majority consist of off-white, tans, and greys to yellows and reds. Residential development near the Project Site, includes residential neighborhoods consisting of one- to two-story single-family homes, as well as up to three-story multi-family apartment complexes. The Proposed Project would be consistent with the visual character of the area and impacts would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project Site is located in an urbanized area along a main commercial corridor with many surrounding existing sources of light and glare, including streetlights, interior and exterior commercial and residential building lighting, signage lighting, landscape lighting, and security lighting. Nearby sensitive receptors include the residential uses on all sides of the Project Site.

Construction of the project would normally occur Monday through Saturday between 7:00 a.m. and 7:00 p.m. Construction activities would typically occur during daylight hours, and nighttime lighting on the Project Site would not typically be required during the construction phase. However, security lighting would be temporarily installed onsite during construction and temporary lighting may be brought to the Project Site and operate if after-hours or weekend work is determined to be necessary for specific activities. Temporary security lighting would be fully shielded and directed downward, and would not direct light or glare onto adjacent structures or lots or into vehicular traffic on off-site adjacent roadways. After-hours or weekend work would not be typical during the construction phase, and during sporadic use, mobile lighting sources would be fully shielded and directed downward to minimize skyglow and light trespass onto adjacent properties. Because use of nighttime lighting during construction would be irregular, and mobile lighting sources and temporary security lighting would be fully shielded and directed downward, construction lighting would not adversely affect nighttime views in the area or create substantial glare. Therefore, impacts associated with the occasional use of mobile lighting during construction and temporary security lighting would be less than significant.

Existing sources of light on the Project Site include street lights, vehicle headlights, building and security lights, and parking lot lights. Surrounding uses also include a variety of urban and residential uses. Implementation of the Proposed Project would introduce new light sources; however, the lighting would be consistent with existing lighting on site and in the area. The Proposed Project would be consistent with Section 18.70.050 of the City of Hawaiian Gardens Municipal Code, which establishes lighting and security standards. Additionally, all proposed light fixtures would be consistent with the California Green Building Standards Code (CALGreen) and the California Administrative Code standards for illumination, which set forth minimum requirements based on Lighting Zones, as defined in Chapter 10 of the California Administrative Code. These requirements are designed to minimize light pollution in an effort to maintain dark

skies and ensure new development reduces backlight, uplight, and glare (BUG) from exterior light sources (CALGreen 2019). The Project Site is located within Lighting Zone 3, which establishes ambient illumination standards for urban areas (California Administrative Code 2016). The project would be required to comply with the maximum allowable BUG rating for Lighting Zone 3, as defined in Table 5.106.8 [N] of CALGreen.

With adherence to the above standards for illumination and implementation of the previously outlined design considerations, operational lighting would not adversely affect nighttime views in the area, or result in a new source of substantial light and impacts would be less than significant.

Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Glare can create hazards to motorists and can be a nuisance for pedestrians and other viewers. Proposed exterior building materials primarily include, metal trim, cement plaster, fiber cement lap siding cedamill texture, and white vinyl. Although metallic materials and glass have been incorporated into project design, the façades of the new buildings would not create substantial glare that would affect daytime views. Metallic materials would typically be finished and display a dull veneer. Selected glass would have a low exterior reflectance percentage to maximize daylighting opportunities to interior building spaces. Therefore, building materials would not create a new source of substantial light or glare that would adversely affect daytime views in the area. With adherence to the above design standards and regulations, proposed building materials and lighting would not result in substantial glare that would be received by off-site receptors. Further, the project would be required to comply with the California Green Building Code, which establishes maximum allowable BUG ratings, which include backlight, uplight, and glare. Therefore, glare impacts would be less than significant.

2.4.2 Agriculture and Forestry Resources

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 Dept. 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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

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

No Impact. The Project Site is located in a highly urbanized area. According to the California Department of Conservation's (DOC) California Important Farmland Finder, most of the County—including the City—is not mapped under the Farmland Mapping and Monitoring Program, and, thus, does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance (collectively Important Farmland) (DOC 2019a). Therefore, no impacts associated with conversion of Important Farmland would occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. According the California Department of Conservation's Williamson Act Parcel map for Los Angeles County, the Project Site is not located on or adjacent to any lands under a Williamson Act contract. The Project Site is not zoned for agricultural use, and no Williamson Act contract exists for the site (DOC 2017). In addition, the Project Site and surrounding area are not zoned for agricultural uses, but instead for residential, commercial, industrial, and public facility uses (City of Hawaiian Gardens 2011). Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or with a Williamson Act contract. Therefore, no impact would occur.

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

No Impact. The Project Site is located within a highly urbanized area. According to the City's Zoning Map, the Project Site is not located on or adjacent to forest land, timberland, or timberland zoned Timberland Production (City of Hawaiian Gardens 2011). Therefore, no impact would occur.

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

No Impact. The Project Site is located in a highly urbanized area. The Project Site is not located on or adjacent to forest land. No forest land, private timberlands or public lands with forests are located in the City. Therefore, no impact would occur.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See Section 2.4.2(a). The Project Site is not located on or adjacent to any parcels identified as Important Farmland or forestland. In addition, the project would not involve changes to the existing environment that would result in the indirect conversion of Important Farmland or forestland located away from the Project Site. Therefore, no impact would occur.

2.4.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard)?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

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

Less Than Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. It is within the jurisdictional boundaries of South Coast Air Quality Management District (SCAQMD).

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recent adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017), which was adopted by SCAQMD's Governing Board in March 2017. The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017). An update to the AQMP to address ozone nonattainment, the 2022 AQMP, is currently underway but a public review draft is not yet available.

The purpose of a consistency finding with regard to the AQMP is to determine if a project is consistent with the assumptions and objectives of the regional air quality plans and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in

Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993). These criteria are:

- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been d analyzed for significance and are addressed under Section 2.4.3(b). As presented in Section 2.3.4(b), construction and operation of the project would not generate criteria air pollutant emissions that exceed SCAQMD's thresholds.

The second criterion regarding the project's potential to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (SCAG 2016). This document, which is based on general plans for cities and counties in the SCAB, is used by SCAQMD to develop the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 RTP/SCS and the associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

The Project Site is currently designated as General Commercial (GC) by the City of Hawaiian Gardens General Plan Land Use Map and is zoned as General Commercial (C-4), which does not allow residential development. Therefore, the project includes a general plan amendment and zone change to High Density Residential (R-4) to permit the construction of 13 multi-family residential units. Based on the maximum allowable lot coverage of 70 percent and the maximum building height of 45 feet (two stories assumed) for the existing C-4 General Commercial zone, the commercial capacity of the site is approximately 50,000 sf. The main source of emissions from the land use development would be vehicle trips. A commercial development of this size would generate over 1,000 average daily trips (LADOT 2016). The project would only generate approximately 60 daily trips (Appendix A, Transportation Study Screening Analysis). Because anticipated daily trips would be higher, development of the site as-zoned for commercial purposes would be expected to have a greater contribution of criteria pollutant emissions than the proposed

project. Therefore, emissions from development of the proposed project can be assumed to have been accounted for in the AQMP. The incremental increase in units would not conflict with the AQMP. Therefore, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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

Less Than Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality.

In considering cumulative impacts from the project, the analysis must specifically evaluate a project's contribution to the cumulative increase in pollutants for which the SCAB is designated as nonattainment for the CAAQS and NAAQS. If a project's emissions would exceed SCAQMD's significance thresholds, it would be considered to have a cumulatively considerable contribution to nonattainment status in the SCAB. If a project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality. The basis for analyzing the project's cumulatively considerable contribution is if the project's contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a "cumulatively considerable contribution" to the cumulative air quality impact) and consistency with SCAQMD's 2016 AQMP, which addresses cumulative emissions in the SCAB. Table 2, SCAQMD Air Quality Mass Daily Thresholds, details the SCAQMD construction and operation significance thresholds for a project.

Table 2. SCAQMD Air Quality Mass Daily Thresholds

Pollutants	Construction (lbs/day)	Operation (lbs/day)
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_x	150	150
CO	550	550
Lead	3	3

Air quality impacts can result from the construction and operation of the project. Construction emissions are finite and include fugitive dust, equipment exhaust, and indirect mobile source

emissions associated with construction workers commuting, material hauling, and deliveries. Operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along roadways and area sources, such as natural gas use for space and water heating.

The project would result in a net increase in criteria pollutant emissions from construction and operation. However, the development of 13 units would be considered a relatively small project and the net increase in pollutants would not be anticipated to exceed the SCAQMD significance thresholds. Similar to SCAB, the San Diego Air Basin (SDAB), under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD), is considered non-attainment for ozone (1 hour and 8 hour), PM10, and $PM_{2.5}$. The SDAPCD has established screening level thresholds that may be used to determine the potential for projects to result in cumulatively considerable pollutant emissions that are similar to SCAQMD thresholds for all pollutants. The City of Escondido, located in the SDAB, has established a screening guide for projects not expected to exceed SDAPCD thresholds or have significant air quality impacts. According to the guide, a project that proposes less than 200 units is not anticipated to exceed the thresholds or result in cumulatively considerable emissions of any criteria pollutant (City of Escondido 2021). The proposed project consists of the development of 13 residential units and can therefore be reasonably assumed to result in a less than significant impact during for both construction and operation.

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

Less Than Significant Impact. Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). Impacts to sensitive receptors are typically analyzed for CO hotspots and exposure to toxic air contaminants (TACs). An analysis of the project's potential to expose sensitive receptors to these pollutants is provided below.

CO Hotspots

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic may have the potential of contributing to localized hotspots of CO off site. A CO hotspot is a localized concentration of CO that is above the state or national one-hour or eight-hour CO ambient air standards.

Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO

hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

To verify that the project would not cause or contribute to a violation of the CO standard, a screening evaluation of the potential for CO hotspots was conducted for project operation. The potential for CO hotspots was evaluated based on the results of the Transportation Study Screening Analysis prepared by Ganddini Group (2021) (Appendix A) for the proposed project.

According to the California Department of Transportation (Caltrans) Institute of Transportation Studies Transportation Project-Level Carbon Monoxide Protocol (1997), for projects located within an area designated as attainment or unclassified under the CAAQS or NAAQS, the CO Protocol identifies screening criteria for consideration. The first screening criteria focuses on projects that are likely to worsen air quality, which would occur if (1) the project significantly increases the percentage of vehicles operating in cold start mode (greater than 2%), (2) the project significantly increases traffic volumes (greater than 5%), and/or (3) the project worsens traffic flow. In addition to consideration of whether the project would worsen air quality, CO hotspots are typically evaluated when (1) the LOS of an intersection or roadway decreases to LOS E or worse; (2) signalization and/or channelization is added to an intersection; and (3) sensitive receptors, such as residences, schools, and hospitals, are located in the vicinity of the affected intersection or roadway segment. Because the project would generate fewer than 500 new daily trips and fewer than 50 new AM or PM peak hour trips, which is the screening-level criteria established by the County of Los Angeles Traffic Impact Analysis Report Guidelines (2013), an LOS analysis was not required for the project and it can be presumed to not cause an impact on study area intersections (Appendix A). Sensitive receptors are located in the project vicinity; however, the project would only generate approximately 60 daily trips, would not significantly increase vehicle operation or volumes, would not worsen traffic flow, and would not decrease LOS in the study area. Additionally, it would not add signalization and/or channelization to any intersection. Therefore, the project would not cause an intersection to exceed the screening thresholds to necessitate a quantitative CO hotspots analysis. Based on these considerations, the project would result in a less-than significant impact to air quality with regard to potential CO hotspots.

Toxic Air Contaminants

Construction

Construction activities would result in short-term, project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed

individual are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment, Health Risk Assessments (HRAs), which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.

There would be relatively few pieces of off-road, heavy-duty diesel equipment used during construction, and the construction period would be relatively short, especially compared to 30 years. Combined with the highly dispersive properties of DPM and additional reductions in exhaust emissions from improved equipment, construction-related emissions would not expose sensitive receptors to substantial emissions of DPM. Therefore, impacts from construction emissions of TACs would be less than significant.

Operation

HRAs are typically conducted for substantial sources of diesel particulate emissions (e.g., truck stops, bus stations, and warehouse distribution facilities). In addition, typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry-cleaning facilities. Since the proposed project would not contain such uses, it does not warrant a health risk assessment. Residences are not a typical source of substantial TACs. As such, the proposed residential uses would not generate substantial TACs, and impacts would be less than significant.

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

Less Than Significant Impact. Construction associated with the proposed project could result in minor amounts of odor compounds associated with diesel-heavy equipment exhaust. In addition, the project could produce objectionable odors during construction from paving, painting, and equipment operation; however, these substances, if present, would be minimal and temporary. Impacts associated with odors during construction would not result in nuisance odors that would result in a significant impact.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The project would consist of a residential development and would not create any new sources of substantial odor during operation. Therefore, there would be no long-term operational impacts associated with odors.

2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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 US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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

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

Less Than Significant Impact. The Project Site is located in a developed part of the City and is surrounded by an urban mix of land uses including residential and commercial. The nearest open space area as identified by the City's General Plan is Lee Ware Park, which is located approximately 0.5 miles south of the Project Site (City of Hawaiian Gardens 2010). No native habitat is located on the Project Site or in the immediately surrounding area. The Project Site consists of a flat, mostly undeveloped lot. Plant species surrounding the Project Site are limited to

non-native, ornamental species located within the public right-of-way. These non-native, ornamental plant species form a non-cohesive plant community that is not known to support any candidate, sensitive or special-status plant species.

As previously mentioned, ornamental landscape trees are found within the public right-of-way. Pursuant to Chapter 12.19.060 of the City's Municipal Code, removal of a City tree would require the applicant to obtain a written permit from the City prior to removing a tree located on public property (City of Hawaiian Gardens 2018). However, according to the Project Site plan (see Figure 2), trees would not be removed from the public right-of-way. Therefore, the project would result in no impact to any species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. The Project Site is located in a predominantly urbanized area, and consists of a flat, mostly undeveloped lot. Surrounding land uses primarily include residential and commercial uses. The Project Site does not contain any riparian habitat or other sensitive natural community. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, that are known to provide habitat for sensitive wildlife or plant species, or that are known to be important wildlife corridors. Riparian habitats are those occurring along the banks of rivers and streams. No sensitive natural community or riparian habitat are on site. No impact would occur.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support and that normally does support a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. There are no state or federally protected wetlands located on or near the Project Site. Further, no federally defined waters of the United States or state occur within the Project Site. This includes the absence of federally defined wetlands and other waters (e.g., drainages) and state-defined waters (e.g., streams and riparian extent) (USFWS 2021). No impact would occur.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Wildlife movement corridors facilitate movement of species between large patches of natural habitat. The Project Site is already fully developed except for non-native landscaping materials and, therefore, lacks suitable habitat for wildlife species and is not a native wildlife nursery site. However, several ornamental trees and other vegetation are on site that require removal, and these may be used for nesting by migratory birds, which are protected under the federal Migratory Bird Treaty Act (USC 16 703–712). The Migratory Bird Treaty Act governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. It prohibits the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations. If removal of the vegetation occurs during nesting season (typically between February 1 and September 1), the project applicant is required to conduct nesting bird surveys in accordance with the California Department of Fish and Wildlife requirements prior to removal of the trees. Compliance with the Migratory Bird Treaty Act would ensure that no significant impacts to migratory birds occur. Additionally, the Project Site is located within a highly urbanized area and would not interfere with the movement of any native residents, migratory fish, or wildlife species. Therefore, no impact would occur.

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

No Impact. The City does not have any local policies or ordinances protecting trees located on private property. Additionally, the City is located in a highly urbanized and dense area. The City is nearly entirely developed, with the exception of a few vacant infill parcels throughout the community. There are no expansive open space areas, natural features or sensitive natural plant communities, or riparian habitats for which to consider conservation (City of Hawaiian Gardens 2010). Therefore, no impact would occur.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is not located within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservation plan area. Therefore, the project would not conflict with the provisions of an adopted conservation plan, and no impact would occur.

2.4.5 Cultural Resources

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

Impact Analysis

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

Less Than Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered "historically significant" if it meets one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
2. Is associated with the lives of persons important in our past
3. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values
4. Has yielded, or may be likely to yield, information important in prehistory or history

The Project Site exists in an urbanized area and is occupied by a manufactured/modular home company. The existing development is not on federal, state, or local lists of designated historic resources and is not eligible for listing. The development is not historically significant, and therefore, the redevelopment would not cause a substantial adverse change in the significance of a historical resource.

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

Less Than Significant Impact. The Project Site has previously been disturbed. Any archaeological resources, which may have existed at one time (on or beneath the site), have likely been previously disturbed or destroyed. Nonetheless, construction activities associated with project implementation have the potential to unearth undocumented resources. In the event that

archaeological resources are discovered during project subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until an archaeologist meeting the Secretary of the Interior's Standards Professional Qualification Standards has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, a less than significant impact would occur. Additionally, as discussed in Section 2.4.18, *Tribal Cultural Resources,* the Gabrieleno Band of Mission Indians-Kizh Nation has requested that a Tribal monitor be present during ground disturbances, as well as other mitigation measures to protect tribal cultural resources.

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

Less Than Significant Impact. California Health and Safety Code, Section 7050.5, requires that in the event that human remains are discovered on a Project Site, disturbance of the site shall halt and remain halted until the County Coroner has conducted an investigation into the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to their authorized representative. If the County Coroner determines that the remains are not subject to their authority and if the County Coroner has reason to believe the human remains are those of a Native American, they shall contact the Native American Heritage Commission by telephone within 24 hours. The Proposed Project would comply with existing law, and potential impacts to human remains would be less than significant. Additionally, as discussed in Section 2.4.18, *Tribal Cultural Resources,* the Gabrieleno Band of Mission Indians-Kizh Nation has requested that a Tribal monitor be present during ground disturbances, as well as other mitigation measures to protect tribal cultural resources, including human remains.

2.4.6 Energy

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

Impact Analysis

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The project, like all development, would be responsible for an incremental increase in the consumption of energy resources during construction due to on-site use of construction equipment and vehicle and truck trips. Construction activities that include the use of natural gas, petroleum, or electricity would be temporary and negligible and would not have an adverse effect. Construction equipment would be required to comply with CARB emissions requirements for construction equipment, which includes measures to reduce fuel-consumption, such as imposing limits on idling and requiring older engines and equipment to be retired, replaced, or repowered. In addition, the project would be required to comply with goals and policies in the City's General Plan aimed at reducing energy impacts. The Conservations Element specifically includes a goal to conserve energy resources through energy efficiency and available Technologies (Goal CON-1). Policies include educating residents regarding energy conservation (Policy CON-1.1), encouraging use of passive solar design for new projects (Policy CON-1.2), encouraging use of green building techniques (Policy CON-1.3), and promoting transportation alternatives (Policy CON-1.4).

The project would involve minimal new street and pathway lighting, and residential energy use. Indirect energy use would include wastewater treatment from the proposed residences and solid waste removal at off-site facilities. Nominal impacts are expected from project implementation. The project does not include any features that would encourage the wasteful, inefficient, or unnecessary consumption of utilities. The project would result in an increase in vehicle trips to and from the site but would generate less than 500 new daily trips and would be below the screening-level criteria established by the County of Los Angeles Traffic Impact Analysis Report Guidelines (2013), as discussed in Section 2.4.3, Air Quality. Therefore, operation of the project would not substantially increase fuel use.

The project would be subject to the Title 24 Building Energy Efficiency Standards, which apply to new construction and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting, as further discussed below. Compliance with the most recent applicable Building Energy Efficiency Standards would ensure that the energy efficiency of the proposed buildings is maximized to the extent feasible. The most recent adopted standards, the 2019 Building Energy Efficiency Standards, include requirements for photovoltaic systems and features such as insulation requirements to reduce electricity demand from the energy grid. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

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

Less Than Significant Impact. The project would include the development of 13 multifamily dwelling units within two buildings. The proposed project would be subject to state regulations for energy efficiency, namely, California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in the California Code of Regulations, Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated periodically (every 3 years) to incorporate and consider new energy efficiency technologies and methodologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The 2019 CALGreen standards became effective on January 1, 2020. The 2019 Building Energy Efficiency Standards also became effective on January 1, 2020. The proposed project would meet Building Energy Efficiency Standards and CALGreen standards as required to reduce energy demand and increase energy efficiency.

At a regional level, the proposed project would be subject to the policies set forth in SCAG's 2016 RTP/SCS. The RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to Senate Bill (SB) 375. In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2016 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2016 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the project, the strategies and policies set forth in the 2016 RTP/SCS include improved energy efficiency. The 2016 RTP/SCS goal is to actively

encourage and create incentives for energy efficiency, where possible. As discussed previously, the project would comply with the 2019 CALGreen standards and the Title 24 Building Energy Efficiency Standards. For these reasons, the proposed project would be consistent with the SCAG 2016 RTP/SCS.

The proposed project would follow applicable energy standards and regulations during construction. In addition, the proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. As such, the proposed project would not conflict with existing energy standards and regulations; therefore, impacts during construction and operation of the proposed project would be less than significant, and no mitigation is required.

2.4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
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- 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 Uniform Building Code (1994), creating substantial direct or indirect 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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Impact Analysis

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. According to the City's General Plan, no active faults have been identified within the City. According to the General Plan Safety Element, the closest faults in the

broader project region include the Norwalk Fault, the Newport-Inglewood Fault, and the Los Alamitos Fault (City of Hawaiian Gardens 2010). The Los Alamitos Fault is the closest fault and is located approximately 5 miles southwest of the Project Site. None of these faults underlies either the City or the Project Site. Thus, although the project could experience strong seismic ground shaking (see Section 2.4.7(a)(ii)), the Project Site is not susceptible to surface rupture. Therefore, the possibility of significant fault rupture on the site is considered to be low. Therefore, there is no potential for the rupture of a known earthquake fault at the Project Site.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to ground shaking during an earthquake. Numerous faults considered active or potentially active have been mapped in Southern California, including in the vicinity of the City. However, as addressed in Section 2.4.7(a)(i), the project is not located within an active fault zone, and the site would not be affected by ground shaking more than any other area in the seismically active region. The Proposed Project is required to be constructed in compliance with the 2019 California Building Code (effective January 1, 2020), which contains standards for building design to minimize the impacts from ground shaking. Therefore, impacts from strong ground shaking would be considered less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense shaking. Any buildings or structures on these sediments may float, sink, or tilt as if on a body of water. According to Exhibit 6-3 in the City's General Plan Safety Element, the entire City is located in a liquefaction zone. The liquefaction risk is no greater for the Project Site than it is for the surrounding areas and cities. Additionally, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity, regardless of the specific geotechnical characteristics of a particular site. Therefore, impacts associated with liquefaction would be less than significant.

iv. Landslides?

No Impact. Susceptibility of slopes to landslides and other forms of slope failure depend on several factors, which are usually present in combination—steep slopes, condition of rock and soil materials, presence of water, formational contacts, geologic shear zones, and seismic activity. According to the General Plan Safety Element, the City does not have any known landslide zones (City of Hawaiian Gardens 2010). The Project Site and surrounding area are predominantly flat and lack any substantial topographical variations. No hillsides are located on or adjacent to the Project Site. Therefore, no impacts associated with landslides would occur.

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

Less Than Significant Impact.

Construction Impacts

The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. However, construction activities are short-term in nature and would comply with all applicable state and local regulations for erosion control and grading. The Proposed Project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005). Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). The Proposed Project would also incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts from water-driven erosion during construction would be reduced to less than significant.

Operational Impacts

Once operational, the Project Site would be developed with a 13-unit residential development, and associated paved parking areas. Collectively, these on-site areas would reduce the potential for soil erosion and topsoil loss. The structural and paved improvements would be impervious areas lacking any exposed soils. Therefore, impacts associated with soil erosion and topsoil loss would be less than significant.

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

Less Than Significant Impact. See responses to Section 2.4.7(a)(iii) for liquefaction and (iv) for landslide impacts. Lateral spreading refers to lateral displacement of large, surficial blocks of soil as a result of pore pressure buildup or liquefaction in a subsurface layer. According to the City's General Plan Safety Element, the City is comprised primarily of alluvial soil, containing sand, silt, and clay silts (City of Hawaiian Gardens 2010). The Project Site soil is classified as Urban land-Hueneme, drained-San Emigdio complex, which is described as discontinuous human-transported material over mixed alluvium derived from granite and/or sedimentary rock (USDA 2019).

As addressed in Section 2.4.7(a)(iii), the entire City has been identified as being located in a liquefaction hazard zone. However, the liquefaction risk is no greater for the Project Site than it is for the surrounding areas and cities. As previously discussed, the Proposed Project would be

designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity, regardless of the specific geotechnical characteristics of a particular site. Additionally, the City has relatively flat topography and is not known to have any landslide zones. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. As described in the City's General Plan Safety Element, the City is comprised primarily of alluvial soil, containing sand, silt, and clay silts (City of Hawaiian Gardens 2010). The U.S. Department of Agriculture's Web Soil Survey does not identify the Project Site or surrounding areas as clay soils, which are typically expansive. The Project Site is classified as Urban land-Hueneme, drained-San Emigdio complex, which is described as discontinuous human-transported material over mixed alluvium derived from granite and/or sedimentary rock (USDA 2021). The Proposed Project would involve excavation of existing soil and import of materials. The imported soil materials would meet the California Building Code standards and would be required to have an expansion index of 20 or less. Such imported materials are anticipated to contain sufficient fines (binder material) to result in a stable subgrade when compacted, and are required to be approved by the geotechnical engineer of record before being transported to the Project Site. Therefore, the Proposed Project would not be on expansive soil, and substantial risks to life or property due to expansive geologic unit would be less than significant.

e. Would the project 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. Development of the Proposed Project would not require the installation of a septic tank or alternative wastewater disposal system. The project would use the existing local sewer system. Therefore, no impact would result from septic tanks or other on-site wastewater disposal systems.

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

Less Than Significant Impact. The Project Site has been previously disturbed. Further, according to the U.S. Department of Agriculture's Web Soil Survey, the Project Site is underlain by Urban land-Hueneme, drained-San Emigdio complex, which is described as discontinuous human-transported material over mixed alluvium derived from granite and/or sedimentary rock (USDA 2021). Human-transported fill materials generally do not contain significant paleontological resources on or very near the surface immediately underlying the Project Site. Therefore, the likelihood of affecting paleontological resources within the Project Site is considered low. Nonetheless, it is always possible that intact paleontological resources are present at subsurface depths that were not impacted by previous grading activities. For instance, at depths below human-

transported fill materials, there is a greater likelihood of encountering sediments that are old enough to contain significant paleontological resources. Given these factors, the likelihood of impacting paleontological resources within the Project Site is considered low above the original ground surface, increasing with depth. Nonetheless, paleontological resources may possibly exist at deep levels and could be unearthed with implementation of the project. In the event that paleontological resources are unearthed during the project-related subsurface activities, all earth-disturbing work within a 100-meter radius must be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, less than significant impact would occur.

2.4.8 Greenhouse Gas Emissions

Would the project:	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

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

Less Than Significant Impact. Global climate change refers to changes in average climatic conditions on Earth, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. The GHGs defined under California's Assembly Bill 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

The City has not adopted a qualified Climate Action Plan (CAP) for guidance on determining the significance of project GHG emissions. Therefore, the analysis has been prepared in accordance with the SCAQMD guidance related to GHG emissions. To provide guidance to local agencies on determining significance for GHG emissions in their CEQA documents, the SCAQMD formed a GHG CEQA Significance Threshold Working Group. In December 2008, the working group developed a tiered approach for evaluating GHG emissions for development projects where the SCAQMD is not the lead agency.

A proposed project would be evaluated against the following tiers and a determination would be made as to which tier would be most appropriate for the individual project:

- **Tier 1** consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. If the project qualifies for an exemption, no further action is required. The project is not exempt from CEQA; therefore, Tier 1 does not apply.
- **Tier 2** consists of determining whether or not the project is consistent with a GHG Reduction Plan that may be part of a local government plan. The GHG Reduction Plan must, at a minimum, comply with AB 32 GHG reduction goals, include an emissions inventory agreed upon by either CARB or the SCAQMD, have been analyzed under

CEQA and have a certified final CEQA document, and have monitoring and enforcement components. If the proposed project is consistent with the qualifying GHG reduction plan, it is not significant for GHG emissions. The City does not have a qualified CAP, therefore, Tier 2 does not apply.

- **Tier 3** includes a screening level threshold of 3,000 $MTCO_2e$ per year that is intended to achieve a regional emissions capture rate of 90 percent. That is, most future projects would be required to implement GHG reduction measures while excluding small projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. Consistent with the SCAQMD method, construction emissions should be amortized over a 30-year project life and added to operational emissions. The following analysis uses Tier 3. The project would result in a significant GHG emissions impact if annual project operation and amortized construction emissions would exceed the screening level threshold of 3,000 $MTCO_2e$.

Single projects do not generate enough GHG emissions on their own to influence global climate change; therefore, the GHG impact analysis measures the project's contribution to the cumulative environmental impact. Implementation of the project would contribute to global climate change directly through GHG emissions from construction through vehicle engine exhaust from construction equipment, on-road truck trips, and worker commuting trips. Operational sources of GHG emissions include energy use (electricity and natural gas), area sources (landscaping equipment), vehicle use, solid waste generation, and water conveyance and treatment.

The project includes the development of 13 multi-family dwelling units within two buildings. As discussed in Section 2.4.3, the project would only generate approximately 60 daily trips and would not be a substantial source of emissions. The SCAQMD screening level threshold of 3,000 $MTCO_2e$ typically excludes small projects, including the proposed project, because they are considered not to result in significant GHG emissions. In comparison, CAPCOA estimates that 50 houses or 30,000 sf of commercial space would generate approximately 900 $MTCO_2e$ (SCAQMD 2008). In addition, construction would contribute minimal emissions when amortized over 30 years. Since the project only proposes construction of 13 units, the project would not exceed the 3,000 $MTCO_2e$ threshold. Impacts would be less than significant.

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

Less Than Significant Impact. The plans, policies, or regulations adopted for the purpose of reducing GHG emissions that are applicable to the project include AB 32, SB 32 and the 2017 Scoping Plan, and SCAG 2016 RTP/SCS. The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects; nor is it intended to be used

for project-level evaluations. Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential (GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The project would comply with all applicable regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the project. Applicable measures to the project would include energy efficiency measures, water efficiency measures, and green building standards.

Regionally, SCAG's 2016 RTP/SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, and outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. As described in Section 2.4.6, Energy, the project would be consistent with applicable 2016 RTP/SCS goals through compliance with required building energy efficiency standards.

As discussed above, the project is a small project that would result in insignificant GHG emissions, and would comply with all applicable requirements to further minimize GHG emissions. The proposed project would not conflict with the Scoping Plan or regional measures to meet statewide GHG emissions reduction goals. Impacts would be less than significant.

2.4.9 Hazards and Hazardous Materials

Would the project:	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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Impact Analysis

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

Less Than Significant Impact. Construction of the Proposed Project would likely involve the use of some hazardous materials, such as vehicle fuels, solvents, paints, oils, and grease. Operation of the Proposed Project would involve an unquantifiable, but limited, use of potentially hazardous materials typical of residential uses, including cleaning fluids, detergents, solvents, adhesives, sealers, paints, fuels/lubricants, and fertilizers and/or pesticides for landscaping. The use, storage, transport, and disposal of hazardous materials by construction workers, tenants, and residents of the Proposed Project would be required to comply with existing regulations of several agencies, including the California Department of Toxic Substances Control, U.S. Environmental Protection

Agency, Occupational Safety and Health Administration, California Department of Transportation, and City codes. Impacts would be less than significant.

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

Less Than Significant Impact. The term "hazardous material" can be defined in different ways. For purposes of this environmental document, the definition of "hazardous material" is the one outlined in the California Health and Safety Code, Section 25501:

> Hazardous materials that, because of their quantity, concentration, or physical or chemical characteristics, pose a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

"Hazardous waste" is a subset of hazardous materials, and the definition is essentially the same as in the California Health and Safety Code, Section 25117, and in the California Code of Regulations, Title 22, Section 66261.2:

> Hazardous wastes are those that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may either cause, or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Hazardous materials can be categorized as hazardous nonradioactive chemical materials, radioactive materials, and biohazardous materials (infectious agents such as microorganisms, bacteria, molds, parasites, viruses, and medical waste).

> Exposure of the public or the environment to hazardous materials could occur through the following: improper handling or use of hazardous materials or hazardous wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; and/or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Following is a discussion of the Proposed Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during the construction and operational phases.

Project Construction

Construction activities of the Proposed Project would involve the use of small amounts of hazardous materials, such as fuels, lubricants, and greases in construction equipment. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short term or one time in nature, and construction workers would be trained in safe handling and hazardous materials use. Additionally, the use, storage, transport, and disposal of construction-related hazardous materials and waste would be required to conform to existing laws and regulations of the federal, state, and local agencies. Compliance with applicable laws and regulations would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. Therefore, hazards to the public or the environment arising from the routine use of hazardous materials during project construction would be less than significant and no mitigation measures are necessary.

Project Operation

The project involves construction of a three-story, 13-unit residential developmet. As such, potentially hazardous materials associated with operation of the project would include those materials typically associated with operation of the project would include those materials typically associated with cleaning and maintenance activities. Although these materials would vary, they would generally include household cleaning products, solvents, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and universal wastes by the EPA, which considers these types of wastes common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2021). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of under less-stringent standards than other hazardous wastes, and many of these wastes do not need to be managed as hazardous waste.

In addition, any potentially hazardous materials handled on the Project Site would be limited in quantity and concentration, consistent with other similar service sector uses located in the City, and any handling, transport, use, and disposal of such material would comply with applicable federal, state, and local agencies and regulations. In addition, as mandated by OSHA, all hazardous materials stored on the Project Site would be accompanied by a Materials Safety Data Sheet, which would inform on-site personnel and residents of the necessary remediation procedures in the case

of accidental release (OSHA 2012). Therefore, operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The Project Site is located approximately 0.5 miles north of Hawaiian Elementary School (12350 226th Street) and approximately 0.65 miles northeast of Venn W. Furgeson Elementary School (22215 Elaine Avenue). The Project Site would be located within 0.25 miles of existing schools; however; once operational, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials. During project construction, potentially hazardous materials would likely be handled on the Project Site. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the UEPA, the California Department of Toxic Substances Control, the California OSHA, Caltrans, the Resource Conservation and Recovery Act, the SCAQMD, and the Los Angeles County Certified Unified Program Agency. Therefore, impacts associated with the emitting or handling of hazardous materials within 0.25 miles of a school would be less than significant.

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

Less Than Significant Impact. California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

A review of Cortese List online data resources identified one site within the project boundary (SWRCB 2021). The site references a potential release of gasoline discovered during LUST cleanup in 1993; however, the case (#I-20285) was successfully closed in 2001 and no follow-up requirements or future development constraints have been placed on the Project Site (SWRCB 2021). The site references another potential release of diesel and gasoline discovered during LUST cleanup in 2014; however, the case (#R-59685) was successfully closed in 2020 and no follow-up requirements or future development constraints have been placed on the Project Site (SWRCB 2021). There is a potential release of acetone, Stoddard solvent/mineral spirits/distillates, toluene, and xylene regulated under the SWRCB's Site Cleanup Program discovered in 1994. The case (#0335) is currently undergoing additional investigation to determine the lateral limits of the groundwater plume. However, this site is over 500 feet away from the Proposed Project Site and

therefore does not occur on site. The Proposed Project Site itself is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. Therefore, impacts associated with a hazardous materials site would be less than significant.

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

No Impact. The Proposed Project is not located within the airport land use plans for these nearby airports (ALUC 2021). The Project Site is located outside of any airport impact zones, and as such, the project would not result in a safety hazard for people residing in the project area. The Project Site is located approximately 2.5 miles north of Joint Forces Training Base Los Alamitos (JFTB), and approximately 4.3 miles northeast of Long Beach Airport. Therefore, no impacts associated with a safety hazard or excessive noise resulting from proximity to an airport would occur.

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

Less Than Significant Impact. As mentioned in the City General Plan, the project would be required to comply with the Hawaiian Gardens Emergency Operations Plan, adopted in March 2003. The plan provides a strategy for the City's planned response to emergency situations. The City's General Plan Safety Element shows emergency routes for the City (City of Hawaiian Gardens 2010). The project would be provided emergency access along Claretta Avenue. The Project Site is also provided regional access via I-605, I-405, and SR-91. Due to the Proposed Project's local and regional connectivity, in the unlikely event of an emergency, the project-adjacent roadway facilities would be expected to serve as emergency evacuation routes for first responders and residents. The project would not adversely affect operations on the local or regional circulation system, and as such, would not influence the use of these facilities as emergency response routes. Therefore, impacts associated with an emergency response plan would be less than significant.

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

No Impact. According to the California Department of Forestry and Fire Protection's (CAL FIRE's) Fire Hazard Severity Zone Map of the County (2020), the Proposed Projects is in a local responsibility non-Very High Fire Hazard Safety Zone. Development of the Proposed Project would not expose people or structures to a significant risk from wildland fires.

2.4.10 Hydrology and Water Quality

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

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the Project Site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater. The California Green Building Code (CalGreen) requires the implementation of stormwater controls and development of a Stormwater Pollution Prevention Plan (SWPPP) for projects less than one acre to minimize the amount of sediment and other

pollutants from being discharged in stormwater runoff during construction, as well as various temporary BMPs designed to prevent erosion and siltation, as well as the off-site conveyance of various on-site constituents. Therefore, construction impacts associated with water quality standards would be less than significant.

Once operational, the Project Site would be developed with a 13-unit residential development, and associated parking. Collectively, these on-site areas would reduce the potential for soils erosion and topsoil loss that could affect surface water quality. The structural and paved improvements would cover impervious areas lacking any exposed soils. Therefore, operational impacts associated with water quality standards would be less than significant.

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

Less Than Significant Impact. The project will require the use of water for dust suppression during project demolition, grading and construction. The amount of water that will be required to control dust during grading and construction will be minimal and not significantly impact existing groundwater supplies. Once completed, the project will require potable water to serve the project residents, water the landscaping and provide required fire flow. The City's water sources are a combination of groundwater pumped from Central Ground Basin and imported water from the Colorado River and the Bay Delta in Northern California. The Project Site would receive water service from the Golden State Water Company Region II Central District – Central Basin East Artesia System. According to the City's General Plan, the Central Basin East Artesia System receives 40% imported and purchased water, and 60% water pumped from ground wells (City of Hawaiian Gardens 2010). Additionally, Golden State Water Company (GSWC) has entitlement of groundwater resources in the Central Groundwater Basin. Furthermore, GSWC leases additional water rights from entities that no longer pump groundwater but have entitlements, in the attempt to meet the increase in water demand from its service area. As such, GSWC currently has no immediate concern with the availability of water supply to the City. Therefore, impacts associated with groundwater supplies would be less than significant.

The project involves the construction of a 13-unit residential development with associated parking. As such, the project would introduce greater impervious area to the site. Under the existing conditions, the Project Site is occupied by a manufactured/modular home company with disturbed land; therefore, the Project Site is not considered an important location for groundwater recharge. The project would not substantially impair groundwater recharge necessary to replenish the City's water supply; thus, impacts related to groundwater recharge would be less than significant.

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

i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. There are no streams or rivers located on or near the Project Site. Project construction would involve some earth-disturbing activities, including grading, that could expose on-site soils to erosion and surface water runoff. However, the Project Site is located within a developed area, with residential and commercial land uses surrounding the Project Site; as such, the development of the project would not cause a significant change to surface bodies of water in a manner that could cause siltation or erosion. Therefore, impacts would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. There are no natural drainage features on or near the Project Site. The Project Site, in its existing condition, is a disturbed site occupied by a manufactured/modular home company. Construction activities would entail grading, excavation, and other ground-disturbing activities, which could temporarily alter surface drainage patterns and increase the potential for flooding, erosion, or siltation. However, the project would comply with existing local, state, and federal regulations related to drainage and runoff. As such, the project would not result in flooding on or off site. Additionally, the project would be required to comply with the NPDES Construction General Permit, which would require implementation of BMPs and erosion control measures, thereby reducing the effects of construction activities on erosion and drainage patterns. The Proposed Project will not substantially increase the rate or amount of surface runoff in a manner, which would result in a flooding on or off-site.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The Proposed Project would comply with existing local, state, and federal regulations related to drainage and runoff. Furthermore, runoff from public streets would be collected into existing gutters along East Carson Street and Claretta Avenue. As such, impacts associated with stormwater drainage system capacity would be less than significant.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The Proposed Project Site does not contain any streams or rivers having the potential to be altered by the project. The Project Site has been previously graded and is located within a highly urbanized area. According the City's General Plan, the City is located outside a Federal Management Agency 500-year floodplain, which indicates that the City has less

than a 0.9% probability of flooding annually (City of Hawaiian Gardens 2010). Therefore, no impacts associated with impeding or redirecting flood flows would occur.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. Tsunamis are seismic sea waves generated by sudden movements of the sea floor caused by submarine earthquakes, landslides, or volcanic activity. Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, or semi-enclosed bodies of water. Seiches may be triggered by moderate or large submarine earthquakes or by large onshore earthquakes. No significant impacts from an earthquake-induced seiche would occur. Mud and debris flows are mass movements of dirt and debris that occur after intense rainfall, earthquakes, and severe wildfires. The speed of a slide depends on the amount of precipitation and steepness of the slope.

Flooding from tsunami conditions is not expected, since the Project Site is located approximately 6 miles from the Pacific Ocean. In addition, the National Flood Insurance Program identifies the City as a Zone B area, which means the City has a minimal flood risk. However, according to the City General Plan, portions of the City are prone to urban flooding (City of Hawaiian Gardens 2010). Urban flooding is caused by debris accumulation on storm drains and in flood control channels and basins, over-burdened pumping stations, and aged draining systems. However, the project would comply with existing local, state, and federal regulations related to drainage and runoff. Runoff from public streets would be collected into existing curb inlet catch basins and gutters along East Carson Street and Claretta Avenue. Therefore, the project would not result in flooding on or off site. The project would not risk release of pollutants due to inundation and a less than significant impact would occur.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project Site is located within the jurisdiction of the Los Angeles Regional Water Quality Control Board Basin Plan (RWQCB 2014). Construction activities would comply with applicable requirements of the Los Angeles Regional Water Quality Control Board, including compliance with Stormwater Pollution Prevent Plan-mandated BMPs. Compliance with regional and local regulations related to water quality control plans would reduce potential water quality impairment of surface waters. Therefore, the Proposed Project would not conflict with a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

2.4.11 Land Use and Planning

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

Impact Analysis

a. Would the project physically divide an established community?

Less Than Significant Impact. The Project Site is currently occupied by a manufactured/modular home company and surrounded by residential uses and commercial uses. The Project Site does not physically divide any community, and redevelopment of the Project Site would not physically divide an established community. The Proposed Project would entail the development of 13 residential units within two buildings. A less than significant impact would occur.

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

Less Than Significant Impact. The Project Site is currently designated as General Commercial (GC) by the City of Hawaiian Gardens General Plan and is classified as General Commercial (C-4) zone. The Proposed Project requires a General Plan Amendment from General Commercial to High-Density Residential. The Proposed Project also requires a change in zone classification from C-4 to H-4 (High-Density Residential).

If the applicant were to receive approval for the GPA/ZC, then the project would be consistent with the General Plan and Zoning Ordinance. Additionally, the proposed residential uses would be consistent with the existing residential uses located north and west of the Project Site. Therefore, the Proposed Project would not 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 or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

2.4.12 Mineral Resources

Would the project:	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

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

No Impact. The Project Site is not a locally important mineral resource recovery site according to maps obtained through the California Department of Conservation and California Geological Survey. The Project Site is located within a Mineral Resource Zone 1 (MRZ-1) zone, which is defined as an area where adequate information indicates that no significant mineral deposits are present (DOC 1981). No known mineral resources of value to the region are located in the Project Site and no impact would occur.

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

No Impact. The Project Site is not a locally important mineral resource recovery site according to maps obtained through the California Department of Conservation and California Geological Survey. The Project Site is located within a Mineral Resource Zone 1 (MRZ-1) zone, which is defined as an area where adequate information indicates that no significant mineral deposits are present (DOC 1981). Therefore, implementation of the Proposed Project would not result in the loss of availability of a locally important mineral resource. Therefore, no impact would occur.

2.4.13 Noise

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

Impact Analysis

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

Less Than Significant Impact. The Proposed Project would introduce new residential development on the project site. The project site is located in an area of primarily residential and commercial land uses and is along East Carson Street. The existing residences adjacent to the project site may be periodically subjected to noise associated with on-site and off-site noise generation. Off-site noise would be generated from increased traffic on area roadways.

On-site noise generation would be typical noise from residential development and would be consistent with nearby residential and commercial land uses. Permanent noise from the project would be generated by mechanical equipment or an increase in traffic noise and could increase noise levels at nearby residences. However, as the Proposed Project would entail the construction of 13 residential units and comprise of .57 acres, it is not anticipated that operational noise levels would adversely impact sensitive receptors or increase noise levels to a significant extent.

Mechanical equipment includes heating, ventilation, and air condition (HVAC) equipment which is typically located on the roof of a building or within an interior mechanical room. These features would substantially reduce the exposure of adjacent residences to mechanical noise from the project. On-site mechanical equipment would have a less than significant noise impact.

The project would introduce up to 13 residential units to the site, which would generate an additional 60 daily vehicle trips on area roadways. The additional trips would add a nominal amount to existing vehicle noise and would have a less than significant noise impact.

The City outlines its noise regulations and standards within the City of Hawaiian Gardens General Plan's Noise Element (City of Hawaiian Gardens 2010) and the Hawaiian Gardens Municipal Code (City of Hawaiian Gardens 2018). Pursuant to Section 9.29.100(D) of the Hawaiian Gardens Municipal Code, construction noise is exempt from the City's noise ordinance standards, provided a permit has been obtained from the City, and provided construction activities take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, with no construction on Sunday or federal holidays. For residential uses, including those surrounding the project area, noise exposure up to 60 dBA CNEL and 65 dBA CNEL (for single-family and high-density residential, respectively) is "Normally Acceptable," and up to 70 dBA CNEL (for both single-family and high-density residential) is "Conditionally Acceptable." Given that construction is a temporary, short-term impact, and that the noise ordinance does not contain a specific noise limit for construction activities, impacts would be less than significant.

b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Excessive groundborne vibration is typically associated with activities such as blasting used in mining operations, or the use of pile drivers during construction. The primary concern associated with ground-borne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of ground-borne vibration are trains, and construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The Proposed Project would be constructed using typical construction techniques and would be short-term in nature. No pile driving for construction would be necessary. Thus, significant vibration impacts would not occur. Heavy construction equipment (e.g. bulldozer and excavator) would generate a limited amount of ground-borne vibration during construction activities at short distances away from the source. The use of equipment would most likely be limited to a few hours spread over several days during demolition/grading activities. Post-construction on-site activities would be limited to mechanical equipment (e.g., air handling unit and exhaust fans) that would not generate excessive ground-borne vibration or ground-borne noise. As such, ground-borne vibration and noise levels associated with the Proposed Project would be less than significant.

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

No Impact. The Proposed Project is not located within the airport land use plans for these nearby airports (ALUC 2021). The Project Site is located outside of any airport impact zones, and as such,

the project would not result in a safety hazard for people residing in the project area. The Project Site is located approximately 2.5 miles north of Joint Forces Training Base Los Alamitos (JFTB), and approximately 4.3 miles northeast of Long Beach Airport. Therefore, no impacts associated with a safety hazard or excessive noise resulting from proximity to an airport would occur.

2.4.14 Population and Housing

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

Impact Analysis

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

Less Than Significant Impact. The Proposed Project would result in a population increase of approximately 51 people in the area. This is based on census data for the City, which estimated 3.86 people per household multiplied by the number of units proposed (13 residential units). As of January 2021, the population of Hawaiian Gardens is 14,467 persons (California Department of Finance 2021). The increase of 51 people would result in a .003 percent population increase. Therefore, the Proposed Project would result in a negligible increase in total population for the City. Therefore, impacts would be less than significant.

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

No Impact. The Project Site is currently occupied by a manufactured/modular home company. No housing units would be demolished as part of the project. Therefore, the project would not displace a substantial number of existing people, necessitating the construction of replacement housing elsewhere.

2.4.15 Public Services

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

Impact Analysis

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:

Fire protection?

Less Than Significant Impact. Fire protection and emergency medical response services in the City are provided by the Los Angeles County Fire Department (LACFD). The LACFD provides service to over 58 cities and unincorporated areas throughout the County. The Project Site is served by Fire Station No. 34 (21207 South Norwalk Boulevard), located approximately .5 mile northwest of the site. The station is equipped with one fire truck and three personnel, including a fire captain, engineer, and firefighter (City of Hawaiian Gardens 2010).

The Project Site is already within the LACFD service area, and once operational, would continue to be served by LACFD. Additionally, as discussed in Section 2.4.14(a), Population and Housing, the project would not induce substantial population growth in the City. Although the project would potentially result in a slight increase in calls for service to the Project Site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new LACFD facilities. Overall, it is anticipated that the project would be adequately served by existing LACFD facilities, equipment, and personnel. Impacts would be less than significant.

Police protection?

Less Than Significant Impact. Police protection services in the City are provided by the Lakewood station of the Los Angeles County Sheriff's Department (LASD) (City of Hawaiian Gardens 2010). The LASD operates out of its local headquarters (5130 Clark Avenue), located roughly 4 miles northwest of the Project Site.

The Project Site is already within the LASD service area, and once operational, the project would continue to be served by LASD. As previously mentioned, the project would not induce substantial population growth in the City. Although the project would potentially result in a slight increase in calls for service to the Project Site in comparison to the existing conditions, this increase is expected to be nominal and not to result in the need for new LASD facilities. Overall, it is anticipated that the project would be adequately served by existing LASD facilities, equipment, and personnel. Therefore, impacts would be less than significant.

Schools?

Less Than Significant Impact. Education in the City is provided by the ABC Unified School District. As previously mentioned, the project would not induce substantial population growth in the City. As such, a significant increase in school-age children requiring public education is not expected to occur, and there would be no need for the development of additional schools. Further, the project would be subject to the payment of City fees, a portion of which are allocated toward school facilities. Per Section 15.36.030 of the City's Municipal Code, each new development shall pay a growth requirements capital fee of four percent of the building valuation of that development. The fees are placed in the City's General Fund and may be used for any general government purpose (City of Hawaiian Gardens 2010). Payment of the fees would adequately mitigate any potential impacts to school facilities associated with the project and potential student generation. Therefore, the project would result in less-than-significant impacts associated with the construction or expansion of school facilities.

Parks?

Less Than Significant Impact. As previously mentioned, the project would not induce substantial population growth in the City. As such, an increase in patronage at park facilities is not expected. In addition, the number of residents visiting existing parks would be minimal. Further, the City requires a growth requirements capital fee, in which each new development pays a fee of four percent of the building valuation of that development. The fees are placed in the City's General Fund and may be used for any general government purpose, which may include park and recreational facility development and rehabilitation if the City deems appropriate (City of Hawaiian Gardens 2010). Payment of the fees would adequately mitigate any potential impacts to park facilities. Thus, the project would result in less-than-significant impacts associated with the construction or expansion of park facilities.

Other public facilities?

Less Than Significant Impact. As previously mentioned, the project would not induce substantial population growth in the City. As such, a substantial increase in patronage at libraries, community centers, and other public facilities is not expected. Therefore, the project would result in less-than-significant impacts associated with the construction or expansion of public facilities.

2.4.16 Recreation

	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

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. As discussed in Section 2.4.14(a), the project would not induce substantial population growth in the City. As such, the project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Additionally, due to the anticipated limited number of construction personnel, short-term impacts to local recreational facilities would not occur. Therefore, substantial physical deterioration of these facilities would not occur or be accelerated with implementation of the project, and the project would result in less-than-significant impacts.

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. The Proposed Project would not induce substantial population growth in the City. Thus, the project would not increase the demand for recreational facilities. Additionally, the project would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Further, as per Section 15.36.030 of the City's Municipal Code, each new development shall pay a growth requirements capital fee of four percent of the building valuation of that development. The fees are placed in the City's

General Fund and may be used for any general government purpose, which may include park and recreational facility development and rehabilitation if the City deems appropriate (City of Hawaiian Gardens 2010). Therefore, impacts would be less than significant.

2.4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Impact Analysis

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

Less Than Significant Impact. The following analysis was based on the Tilbury Village Transportation Study Screening Analysis prepared by Ganddini. Based on review of the ITE land use descriptions, Land Use Code 221 Multifamily Housing (Mid-Rise) was determined to adequately represent the proposed use and was selected for the analysis. The number of trips forecast to be generated by the Proposed Project is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 3, Project Trip Generation, the proposed use is forecast to generate approximately 60 daily trips, including 6 trips during the AM peak hour and 5 trips during the PM peak hour.

Table 3. Project Trip Generation

Trip Generation Rates									
Land Use	Source[1]	Units[2]	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Mutlifamily Housing (Mid-Rise)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54
Trips Generated									
Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Mutlifamily Housing (Mid-Rise)	13	DU	2	4	6	3	2	5	60

[1] **Sources:** ITE = Institute of Transportation Engineers Trip Generation Manual (11th Edition, 2021); ### = Land Use Code

[2] DU=Dwelling Units

In the absence of formal traffic study guidelines established by the City of Hawaiian Gardens, the screening analysis prepared or the Proposed Project is based on the criteria outlined in the County of Los Angeles' Transportation Impact Analysis Guidelines (July 23, 2020) ("the County TIA Guidelines"). The study established that the current County TIA Guidelines no longer include screening criteria for Level of Service analysis as the document focuses on vehicle miles traveled (VMT). Previously, the County of Los Angeles' Traffic Impact Analysis Report Guidelines (December 2013) stated that a traffic impact analysis is generally needed when a project is expected to generate over 500 trips per day. This document also states that the Los Angeles County Congestion Management Program (CMP) requires analysis for all CMP monitored intersections, including freeway on/off-ramp intersections, where the Proposed Project will add 50 or more trips during either the AM or PM peak hour.

The Proposed Project will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. A less than significant impact would occur.

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

Less Than Significant Impact. A Transportation Study Screening Analysis was prepared for the Proposed Project. The project VMT impact was assessed in accordance with the County TIA Guidelines. The County TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). The County TIA Guidelines specify the following four screening steps: 1) Non-Retail Project Trip Generation Screening; 2) Retail Project Site Plan Screening; 3) Proximity to Transit Based Screening; and 4) Residential Land Use Based Screening. The Proposed Project satisfies the County-established screening criteria for non-retail project trip generation screening; therefore, the project is exempt from preparation of a detailed

VMT analysis and may be presumed to result in a less than significant VMT impact. The Proposed Project would result in a significant impact if it generated a net increase of 110 or more daily vehicle trips. The Proposed Project generates a net increase of less than 110 daily vehicle trips as the Proposed Project is forecast to generate approximately 60 daily trips. Therefore, the Proposed Project satisfies the City-established screening criteria for non-retail project trip generation screening and may be presumed to result in a less than significant VMT impact.

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

Less Than Significant Impact. The Proposed Project consists of constructing two residential buildings on the project site. Vehicular access to the site would be provided by a full access driveway to Claretta Avenue. The Proposed Project would not include unusual or hazardous design features, nor would it generate incompatible uses with the surrounding commercial and residential area. The access point has been designed consistently with the City's circulation standards and does not create a hazard for vehicles, bicycles, or pedestrians entering or exiting the site.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. The Project Site comprises of .57-acres in the City. During construction, surrounding roadways would continue to provide emergency access through the Project Site and to surrounding properties. Further, the project would provide emergency access in accordance with the requirements of the Los Angeles County Fire Department. Therefore, the Proposed Project would not result in inadequate emergency access.

2.4.18 Tribal Cultural Resources

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

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less Than Significant Impact with Mitigation. A significant impact may occur if a project were to cause a substantial adverse change in the significance of a Tribal cultural resource listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in California Public Resources Code Section 5020.1(k).

The project site is currently occupied by a manufactured/modular home company. The Project Site is located in a highly urbanized and developed part of the City. The Project Site has been graded previously and contains disturbed soil. As such, the Project Site would not be eligible for listing in the National Register of Historic Places or CRHR, and thus, would not be considered a historical

resource as defined by CEQA. Mitigation Measure TCR-1 will be implemented, however, to assure that impacts remain less than significant.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation. No known burial sites exist within the vicinity of the Project Site and surrounding area. Therefore, the potential for impact on known human remains or a resource determined to be significant by a California Native American tribe is low. No resources have been identified on the Project Site pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. However, Mitigation Measure TCR-2 and TCR-3 will be implemented to assure impacts remain less than significant. As required by SB 18 (Government Code §65352.3) and AB 52 (Public Resources Code Section 21080.3.1 et seq.), the City notified all Native American tribes provided by the California Native American Heritage Commission (NAHC) and on the City's AB 52 tribal consultation list of the project, inviting the tribes to consult on the project. The City has received one response from the Gabrieleño Band of Mission Indians – Kizh Nation, who requested the following mitigation measures.

Mitigation Measure TCR-1: Prior to issuance of a grading permit, the applicant shall retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to,

Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

Mitigation Measure TCR-2: Prior to issuance of grading permit, the following notes shall be listed on the grading plans for the project:

Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

Mitigation Measure TCR-3: Prior to issuance of grading permit, the following notes shall be listed on the grading plans for the project:

Procedures for Burials and Funerary Remains

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered

as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

2.4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

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

Less Than Significant Impact. The Proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities for the reasons discussed below.

Water Facilities

The project involves the construction of a 13-unit residential development, which would increase demand for water supply on the Project Site. However, as discussed in Section 2.4.14, Population and Housing, the increase of 51 people would result in a .003 percent population increase for the City. Therefore, the Proposed Project would result in a negligible increase in total population for the City. The Proposed Project's nominal contribution to the total water demand could be served by existing water facilities serving the project area without requiring new or expanded facilities. Thus, impacts associated with the construction or expansion of water facilities would be less than significant.

Wastewater Treatment Facilities

Wastewater generated at the Project Site would be treated at the Long Beach Water Reclamation Plant (LBWRP), which is owned and operated by Sanitation Districts of Los Angeles County. LBWRP provides primary, secondary, and tertiary treatment for an estimated 25 million gallons per day (Los Angeles County Sanitation Districts (LACSD) 2021). Wastewater generated by the project would represent only a nominal percentage of the LBWRP average dry-weather flow capacity and average wastewater flow. Thus, the project would not require or result in the relocation or construction of new wastewater treatment facilities. Impacts would be less than significant impacts.

Stormwater Drainage Facilities

The Proposed Project is located on level or gently sloping topography and is surrounded by urban land uses, the project is not anticipated to substantially modify existing topography or runoff patterns. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

Electric Power Facilities

Electrical energy is accessed by transmission and distribution lines from substations owned by SCE. At full buildout, the project's operational phase would require electricity for building operation (appliances, lighting, etc.). In addition, the project would be required to comply with the 2019 Title 24 standards or the most recent standards at the time of building permit issuance. The energy-using fixtures within the project would likely be newer technologies, using less electrical power. Therefore, impacts associated with electrical power facilities would be less than significant.

Natural Gas Facilities

Natural gas is provided to the City by Southern California Gas Company, Pacific Region. As mentioned in the General Plan, natural gas is imported by the Southern California Gas Company from its interstate system. (City of Hawaiian Gardens 2010). Although the project would require natural gas for building heating, the project would comply with 2019 Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the project would generate a need for natural gas that is consistent with hotels. Therefore, impacts associated with natural gas facilities would be less than significant.

Telecommunications Facilities

The City of Hawaiian Gardens is served by multiple telephone service providers. Since the Project Site is in an urbanized area and is surrounded by residential and commercial uses, there are existing telecommunication facilities that would be able to serve the Project Site. Once the project is completed, future visitors would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The City's water sources come from groundwater pumped from Central Ground Basin and imported water from the Colorado River and the Bay Delta in Northern California. The Project Site would receive water service from the GSWC Region II Central District – Central Basin East Artesia System. According to the City's General Plan, the Central Basin East Artesia System receives 40 percent imported and purchased water, and 60 percent water pumped from ground wells (City of Hawaiian Gardens 2010). Additionally, GSWC has entitlement of groundwater resources in the Central Groundwater Basin. GSWC also leases additional water rights from entities that no longer pump groundwater but have entitlements, in the attempt to meet the increase in water demand from its service area. As such, GSWC currently has no immediate concern with the availability of water supply to the City.

The City's water demands can be met under multiple-dry years, and because supply would meet projected demand due to diversified supply and conservation measures and because the Proposed Project would only result in a nominal increase in population (less than .003 percent), the project's water demands would be served by the City's projected current and future supplies.

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

Less Than Significant Impact. A significant impact would occur if the wastewater treatment provider indicates that a project would increase wastewater generation to such a degree that the capacity of the facilities currently serving the Project Site would be exceeded. As mentioned in Section 2.4.19(a), wastewater generated at the Project Site would be treated at the Long Beach Water Reclamation Plant (LBWRP). The LBWRP provides primary, secondary, and tertiary treatment for an estimated 25 million gallons per day (LACSD 2021). Wastewater generated by the project would represent only a nominal percentage of the LBWRP average dry-weather flow capacity and average wastewater flow. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

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

Less Than Significant Impact. Solid waste disposal services for the City are provided by Consolidated Disposal Services. Waste from the City is taken to the Bel Art Transfer Station in Long Beach, with final disposal at Chiquita Canyon Disposal Facility; a 592-acre facility located in Valencia, north of Los Angeles County. Currently, the City contributes approximately 15,713 tons of waste annually. Approximately 23 percent of waste is recycled through the City's programs. Commercial land uses are the largest producer of disposable waste, generating

approximately 6,404 tons of waste and 2,823 tons of recyclable materials annually. The Proposed Project would result in a zone change from general commercial (C-4) to high density residential (H-4), residential uses create less disposable waste than commercial uses. Additionally, the Proposed Project will comply with all federal, state, and local statutes and regulations related to solid waste. All construction debris will be disposed of according to applicable federal, state, and local statutes. Impacts would be less than significant.

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

Less Than Significant Impact. See response to 2.4.19 (d) above. Additionally, collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. In particular, AB 939, the Integrated Waste Management Act of 1989, requires that at least 50% of solid waste generated by a jurisdiction be diverted from landfill disposal through source reduction, recycling, or composting. Regional agencies, counties, and cities are required to develop a waste management plan that would achieve a 50% diversion from landfills (California Public Resources Code, Section 40000 et seq.). Impacts would be less than significant.

2.4.20 Wildfire

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

Impact Analysis

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

Less Than Significant Impact. As mentioned in the City General Plan, the project would be required to comply with the Hawaiian Gardens Emergency Operations Plan, adopted in March 2003. The plan provides a strategy for the City's planned response to emergency situations. The City's General Plan Safety Element shows emergency routes for the City (City of Hawaiian Gardens 2010). The project would be provided emergency routes along Claretta Avenue. The Project Site is also provided regional access via I-605, I-405, and SR-91. Due to the Proposed Project's local and regional connectivity, in the unlikely event of an emergency, the project-adjacent roadway facilities would be expected to serve as emergency evacuation routes for first responders and residents. The project would not adversely affect operations on the local or regional circulation system, and as such, would not influence the use of these facilities as emergency response routes. Therefore, impacts associated with an emergency response plan would be less than significant.

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

No Impact. The Project Site is not on a slope that would expose project occupants to pollutant concentrations from wildfire. Additionally, according to the California Department of Forestry and Fire Protection's (CAL FIRE's) Fire Hazard Severity Zone Map of the County (2020), the Proposed

Project is in a local responsibility non-Very High Fire Hazard Safety Zone. Development of the Proposed Project would not expose people or structures to a significant risk from wildland fires.

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

No Impact. The does not propose the installation of new infrastructure that would exacerbate fire risk. In addition, the Project Site is not in or immediately near state responsibility areas or lands classified as Very High Hazard Severity Zones according to CAL FIRE's California Fire Hazard Severity Zone Maps (2021). Therefore, no impact would occur.

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

No Impact. The Proposed Project is not in an area that is susceptible to landslides. In addition, the Project Site is not in or immediately near state responsibility areas or lands classified as Very High Hazard Severity Zones according to CAL FIRE's California Fire Hazard Severity Zone Maps (2021). Therefore, no impact would occur.

2.4.21 Mandatory Findings of Significance

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

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Impact Analysis

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

Less Than Significant Impact with Mitigation. With implementation of Mitigation Measures TCR-1 through TCR-3, the Proposed Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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)?

Less Than Significant Impact with Mitigation. As determined in the analysis presented in this IS/MND, with implementation of Mitigation Measures TCR-1 through TCR-3, the Proposed Project would not result in significant impacts in any resources area; therefore, there would be no cumulatively considerable effects.

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

Less Than Significant Impact. As determined in the analysis in this IS/MND, for all resource topics the project would have no impact or less than significant impacts. Therefore, substantial adverse impacts on human beings would not occur as a result of the project.

Section 3 List of Preparers

3.1 Lead Agency

Kevin Nguyen, Associate Planner II
Community Development Department
21815 Pioneer Boulevard
Hawaiian Gardens, California 90716
(562) 420-2641 ext. 246

3.2 Consultants

Harris & Associates
22 Executive Park, Suite 200
Irvine, California 92614

William Halligan, Esq., Senior Director/Senior Environmental Counsel

Kelsey Hawkins, Associate

Yliana Ortega, Associate

Sharon Toland, Senior Air Quality and Noise Specialist

Lindsey Messner, Technical Editor

Randy Deodat, GIS Analyst

This page intentionally left blank.

Section 4 References

California Department of Transportation Division of Transportation Planning. 1997. Transportation Project-Level Carbon Monoxide Protocol. Accessed November 2021. Accessed at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/co-protocol-searchable-a11y.pdf.

City of Escondido. 2021. Escondido Municipal Code, Environmental Quality Regulations, Section 33-924. Accessed November 2021. Accessed at http://qcode.us/codes/escondido/.

County of Los Angeles, Public Works Department. 2013. County of Los Angeles Traffic Impact Analysis Report Guidelines. Accessed November 2021. Accessed at https://dpw.lacounty.gov/traffic/trafficreportmsg.cfm.

Los Angeles Department of Transportation (LADOT). 2016. Transportation Impact Study Memorandum of Understanding. December Accessed November 2021. Accessed at https://planning.lacity.org/odocument/90d2c25b-476a-40bc-9c14-6bb50c95aa56/ENV-2018-1651-IS-10.pdf.

SCAG (Southern California Association of Governments. 2016. "Current Context – Demographics & Growth Forecast 2016 RTP/SCS Appendix." Adopted April 2016. Accessed November 2021. http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.

SCAQMD. 1993. CEQA Air Quality Handbook. Accessed November 2021. http://www.aqmd.gov/home/rulescompliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993).

SCAQMD (South Coast Air Quality Management District). 2008. "Interim CEQA Greenhouse Gas (GHG) Significance Threshold." Draft. October. Accessed November 2021. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf.

SCAQMD. 2017. Final 2016 Air Quality Management Plan. March 16, 2017. Accessed November 2021. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-airquality- management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15.

This page intentionally left blank.

Appendix A. Transportation Study Screening Analysis

This page intentionally left blank.

October 12, 2021

Mr. Scott Choppin, Founder
URBAN PACIFIC
5318 East 2nd Street, Suite 644
Long Beach, California 90803

RE: Tilbury Village Transportation Study Screening Analysis
Project No. 19438

Dear Mr. Choppin:

Ganddini Group, Inc. is pleased to provide this transportation study screening analysis for the proposed Tilbury Village project in the City of Hawaiian Gardens. We trust the findings of this analysis will aid the City of Hawaiian Gardens in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The approximately 25,000 square foot project site is located at the southwest corner of the intersection of Tilbury Street and Claretta Avenue in the City of Hawaiian Gardens, California. The project location map is shown on Figure 1. The project site is currently developed with a contractor's yard.

The proposed project involves redevelopment of the site with 13 multifamily housing (mid-rise) dwelling units. The project proposes a full access driveway to Claretta Avenue. Each unit is proposed to provide two parking spaces and seven guest parking spaces are proposed on-site. Tilbury Street and Claretta Avenue provide on-street parking adjacent to the project site. The proposed site plan is illustrated on Figure 2.

TRIP GENERATION

Table 1 shows the project trip generation forecasts based upon trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use descriptions, Land Use Code 221 Multifamily Housing (Mid-Rise) was determined to adequately represent the proposed use and was selected for the analysis. The number of trips forecast to be generated by the proposed project is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 1, the proposed use is forecast to generate approximately 60 daily trips, including 6 trips during the AM peak hour and 5 trips during the PM peak hour.

Mr. Scott Choppin, Founder
URBAN PACIFIC
October 12, 2021

CRITERIA FOR THE PREPARATION OF TRAFFIC IMPACT ANALYSES

In the absence of formal traffic study guidelines established by the City of Hawaiian Gardens, this screening analysis was prepared based on the criteria outlined in the County of Los Angeles' *Transportation Impact Analysis Guidelines (July 23, 2020)* ("the County TIA Guidelines"). According to the County TIA Guidelines, certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

Level of Service (LOS) Analysis Screening Criteria

The current County TIA Guidelines no longer include screening criteria for Level of Service analysis as the document focuses on vehicle miles traveled (VMT). Previously, the County of Los Angeles' *Traffic Impact Analysis Report Guidelines* (December 2013) stated that a traffic impact analysis is generally needed when a project is expected to generate over 500 trips per day. This document also states that the Los Angeles County Congestion Management Program (CMP) requires analysis for all CMP monitored intersections, including freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM peak hour.

The proposed project is forecast to generate fewer than 500 new daily trips and fewer than 50 new AM or PM peak hour trips. Therefore, the project would generally be exempt from preparation of a traffic impact study with Level of Service analysis based on the criteria traditionally used by County of Los Angeles.

Vehicle Miles Traveled (VMT) Analysis Screening Criteria

The project VMT impact was assessed in accordance with the County TIA Guidelines. The County TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The County TIA Guidelines specify the following four screening steps: 1) Non-Retail Project Trip Generation Screening; 2) Retail Project Site Plan Screening; 3) Proximity to Transit Based Screening; and 4) Residential Land Use Based Screening.

Non-Retail Project Trip Generation Screening

For this screening, if the answer is no to the following question, further analysis is not required, and a less than significant determination can be made.

- Does the development project generate a net increase of 110 or more daily vehicle trips?

The proposed project generates a net increase of less than 110 daily vehicle trips. Therefore, the proposed project satisfies the City-established screening criteria for non-retail project trip generation screening and may be presumed to result in a less than significant VMT impact.

Retail Project Trip Generation Screening

A project that contains a local serving retail use is assumed to have less than significant VMT impacts for the retail portion of the project. For this screening, if the answer is no to the following question, a less than significant determination can be made for the portion of the project that contains retail uses.

- Does the project contain retail uses that exceed 50,000 square feet of gross floor area?

The proposed project is residential and therefore this screening criteria does not apply.

Proximity to Transit Based Screening

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking than required by the County;
3. Is inconsistent with the SCAG RTP/SCS; or
4. Replaces residential units set aside for lower income households with a smaller number of market-rate residential units.

Since the proposed project does not meet the thresholds placed on this screening criteria (e.g., FAR less than 0.75), this screening criteria has not been assessed.

Residential Land Use Based Screening

Certain projects that further the state's affordable housing goals are presumed to have less than significant impact on VMT. If the project requires a discretionary action and the answer is yes to the question below, further analysis is not required, and a less than significant determination can be made.

- Are 100% of the units, excluding manager's units, set aside for lower income households?

Two of the units are proposed as affordable units. Thus, 100% of the units are not set aside for lower income households and the proposed project does not satisfy the County-established screening criteria for affordable housing.

VMT Screening Assessment Findings

The proposed project satisfies the County-established screening criteria for non-retail project trip generation screening ; therefore, the project is exempt from preparation of a detailed VMT analysis and may be presumed to result in a less than significant VMT impact.

CONCLUSION

The proposed project is forecast to generate approximately 60 daily trips, including 6 trips during the AM peak hour and 5 trips during the PM peak hour.

The project would generally be exempt from preparation of a traffic impact study with Level of Service analysis based on the criteria traditionally used by County of Los Angeles.

The proposed project satisfies the County-established screening criteria for non-retail project trip generation screening; therefore, the project is exempt from preparation of a detailed VMT analysis and may be presumed to result in a less than significant VMT impact.

Mr. Scott Choppin, Founder
URBAN PACIFIC
October 12, 2021

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,
GANDDINI GROUP, INC.

Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Units[2]	% In	% Out	Rate	% In	% Out	Rate	Daily Rate
Multifamily Housing (Mid-Rise)	ITE 221	DU	23%	77%	0.37	61%	39%	0.39	4.54

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Mid-Rise)	13	DU	2	4	6	3	2	5	60

Notes:

1) Sources:
ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.

2) DU = Dwelling Units

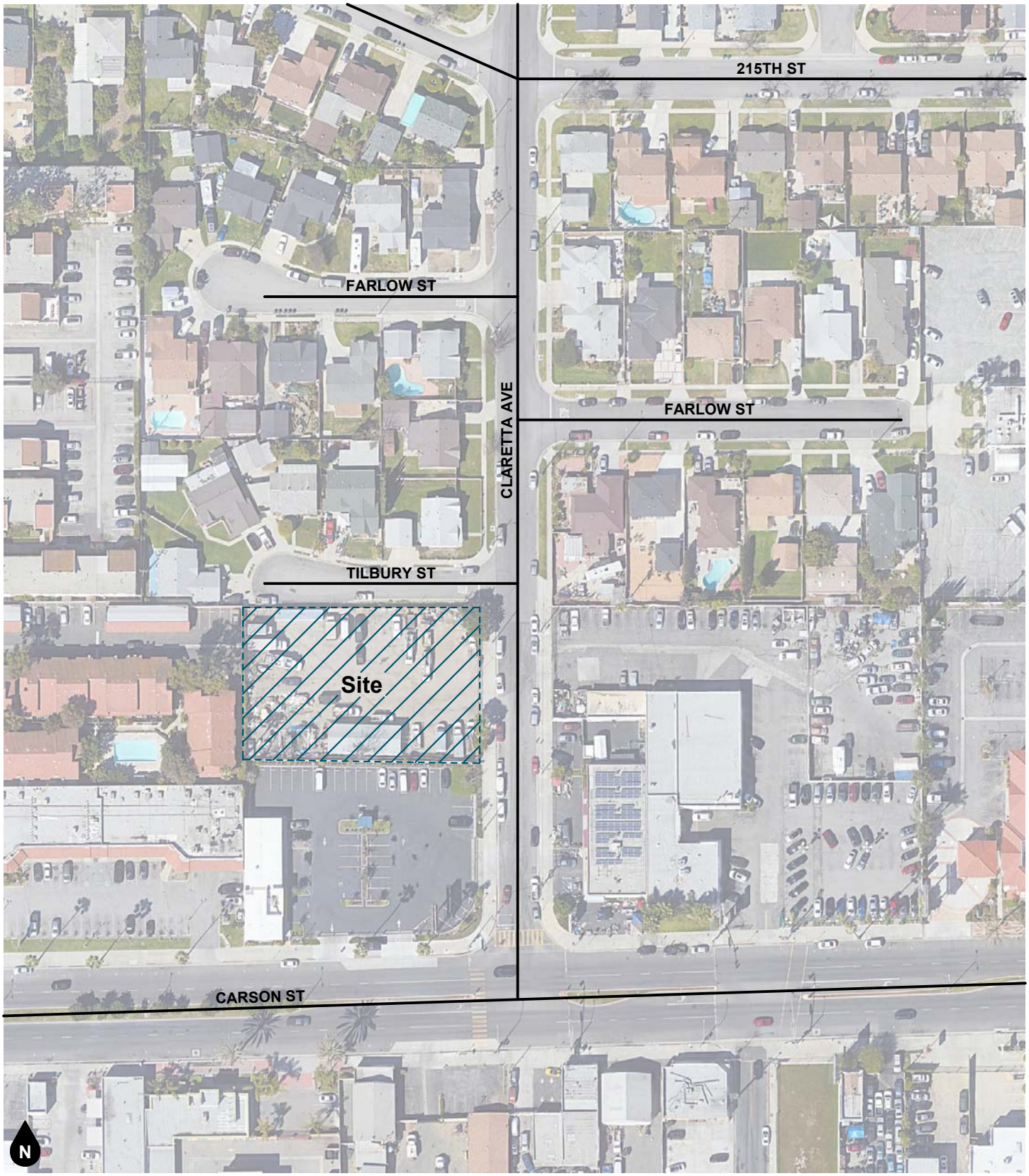


Figure 1
Project Location Map

Figure 2
Site Plan