DRAFT

Initial Study

# 1450 Artesia Boulevard Specific Plan

**JUNE 2023**

*Prepared for:*

**CITY OF GARDENA**
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Gardena, California 90247
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# Table of Contents

**SECTION** **PAGE**

## FIGURES



## TABLE

# Acronyms and Abbreviations

| Acronym/Abbreviation | Definition [Table Heading (RGB: 15, 43,77)] |
|---|---|
| APN | Assessor's Parcel Number |
| ARC | Atlantic Richfield Company |
| bgs | below ground surface |
| BMP | best management practice |
| CalGEM | California Geologic Energy Management Division |
| CALGreen | California Green Building Standards |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act |
| CERT | Community Emergency Response Training |
| City | City of Gardena |
| CNDDB | California Department of Fish and Wildlife California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| DTSC | California Department of Toxic Substances Control |
| DU | dwelling unit |
| EIR | Environmental Impact Report |
| EOP | Emergency Operations Plan |
| EOP | Emergency Operations Plan |
| EV | electric vehicle |
| FAR | Floor Area Ratio |
| GHG | greenhouse gases |
| GPD | Gardena Police Department |
| GSF | gross square feet |
| I | Interstate |
| IPaC | Information for Planning and Consultation |
| IS | Initial Study |
| LACoFD | Los Angeles County Fire Department |
| LAUSD | Los Angeles Unified School District |
| LID | Low Impact Development |
| LOS | level of service |
| Metro | Los Angeles County Metropolitan Transportation Authority |
| NAHC | Native American Heritage Commission |
| NOx | nitrogen oxides |
| NPDES | National Pollutant Discharge Elimination System |
| NPDES | National Pollutant Discharge Elimination System |

| Acronym/Abbreviation | Definition [Table Heading (RGB: 15, 43,77)] |
|---|---|
| PAH | polynuclear aromatic hydrocarbon |
| $PM_{10}$ | particulate matter with an aerodynamic diameter equal to or less than 10 microns |
| $PM_{2.5}$ | particulate matter with an aerodynamic diameter equal to or less than 2.5 microns |
| PRD | Permit Registration Document |
| Proposed Project | Artesia Boulevard Specific Plan Project |
| RAP | Remedial Action Plan |
| RHNA | Regional Housing Needs Assessment |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RWQCB | Regional Water Quality Control Board |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SEMS | Standardized Emergency Management System |
| SF | square feet |
| SOx | sulfur oxides |
| SR | State Route |
| SVOC | semi-volatile organic compound |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TEH | total extractable hydrocarbons |
| TMDL | total maximum daily load |
| USFWS | U.S. Fish and Wildlife Service |
| VFH | volatile fuel hydrocarbon |
| VHFHSZ | Very High Fire Hazard Severity Zone |
| VMT | vehicle miles traveled |
| VOC | Volatile organic compound |
| WDR | Waste Discharge Requirement |

# 1 Project Description

This chapter describes the proposed 1450 Artesia Boulevard Specific Plan Project, referred to in this document as the "Project" or "Proposed Project"; its location, objectives, and characteristics; and its intended uses. The Proposed Project would involve the construction and operation of a mixed-use development with a total building area of 268,000 square feet (SF) and an approximate height of 75 feet, including a self-storage use (three levels totaling 186,000 gross square feet (GSF) with 1,480 storage units), an industrial warehouse use (one level totaling 72,000 GSF with ten loading docks), and an office/retail use (a mezzanine totaling 10,000 GSF). The Project's proposed 72,000 GSF of warehouse use includes 10,000 GSF of potential future square footage to account for the potential future acquisition of a 0.23-acre parcel currently occupied by a single residential dwelling unit (DU). Additionally, proposed associated facilities and improvements include perimeter fencing, onsite and perimeter landscaping, lighting and exterior sidewalks.

Vehicular access to the Project site would be provided via one dedicated 90--foot driveway with a raised separation median to separate the entry and exit sides of the driveway on Artesia Boulevard. The driveway provides for right-turn in and right-turn out only. The Project proposes 124 automobile parking stalls and 10 dock doors. Parking would be located on the northeastern portion of the site. The loading dock doors would be oriented to face east. Trucks would enter the Project site from Artesia Boulevard and travel south, then east around the building, entering into the truck loading area. The truck loading area would be gated and only used for the industrial Project component of the Project. Trucks would exit the Project site by travelling along the eastern and northern perimeter to the site entrance/exit on Artesia Boulevard. Daily activities within the Project site would include maneuvering forklifts, lift equipment, and large semi-trucks through and around the site and backing into the loading docks.

The Proposed Project would redevelop parcels that are underutilized and have been impacted by releases of hazardous substances and waste. These parcels, which include the Gardena Sumps, will be remediated by Atlantic Richfield Company (ARC) with the implementation of a Remedial Action Plan (RAP) as overseen by the California Department of Toxic Substances Control (DTSC) and detailed below. The remedial measures will include an engineered cap over impacted soils, soil vapor probes and related features, while the Project's building will have as a part of its foundation a soil vapor barrier with ventilation systems designed to prevent indoor soil vapor intrusion. As implemented, the RAP will protect human health and the environment and make the Project site available for use and occupancy for its intended commercial and industrial uses. Environmental review for the implementation of the RAP was completed by DTSC (State Clearinghouse Number 2022020305), and a Notice of Determination was filed for the adoption of the Initial Study/Mitigated Negative Declaration on June 17, 2022.

The Project site is located on the southwest corner of Artesia Boulevard and Normandie Avenue and was part of the recently rescinded Artesia Corridor Specific Plan. The Project site still has a land use designation of Specific Plan and has a new zoning of 1450 Artesia Specific Plan. Pursuant to Section 18.08.015 of the Gardena Municipal Code, no development may occur on the site until a new specific plan is adopted.

The 1450 Artesia Boulevard Specific Plan area would include one existing residential property in the southwestern corner (APN 6106-036-010) which is not part of the Project's current development footprint and would remain as a legal non-conforming use. However, for the purposes of the environmental impact analysis, the residential use is assumed to either remain or to be replaced with 10,000 square feet of future Project development, depending which scenario results in more environmental impacts for a given environmental resource area. A list of permits and approvals from the City that are required to complete the Proposed Project include, but are not necessarily limited to the following:

- **Adoption of the 1450 Artesia Boulevard Specific Plan.** The proposed 1450 Artesia Boulevard Specific Plan would include Project-specific development standards, including the proposed height, density, parking standards, and other development standards. The Specific Plan would permit a maximum height of approximately 75 feet and a maximum Floor Area Ratio (FAR) of 1.[1]
- **Zone Text Amendment.** Section 18.08.015 of the Gardena Zoning Code will be deleted.
- **Development Agreement.** A Development Agreement is also being proposed in conjunction with the Proposed Project.
- **Site Plan Review.** A site plan will be developed to ensure that the Project and physical design are consistent with the 1450 Artesia Boulevard Specific Plan and General Plan.
- **Lot Merger.** The Project Site contains five lots that would be consolidated into one lot as part of the Proposed Project; the non-conforming residential use (APN 6106-036-010) would remain its own parcel.
- An Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines Section 15124;
- A mitigation monitoring and reporting program; and
- Required CEQA findings.

## 1.1 Project Location

The Proposed Project site is located in Gardena, California. Gardena is a city of just under 60,000 residents in the inland South Bay region of the Los Angeles metropolitan area. The City is regionally accessible by several major freeways including Interstate (I)-405, I-110, I-105 and State Route (SR)-91 (Artesia Boulevard). The Proposed Project site is located at the corner of Artesia Boulevard and Normandie Avenue, two major thoroughfares within the City (Figure 1, Project Location).

The 1450 Artesia Boulevard Specific Plan would cover approximately 6.33 acres collectively consisting of the sites located on Assessor Parel Numbers 6106-036-010, 6106-036-012, 6106-036-034, 6106-036-035, 6106-036-036, 6106-036-037 (collectively, the "Property").The Property currently contains three industrial structures (8,080 square feet, 825 square feet, and 3,159 square feet), a paved, open area along Artesia Boulevard (1450 Artesia Boulevard), and one residential dwelling unit behind the industrial properties adjacent to the Dominguez Channel (1450, 1452, 1462 and 1472 West Artesia Boulevard) (Figure 2, Existing Conditions). The dwelling unit at 1472 Artesia West Artesia Boulevard (APN 6106-036-010) is occupied.

[1] The FAR is based on the total Project Site area.

# 1.2 Environmental Setting

## 1.2.1 Existing Conditions

Part of the Project site, in the northeastern section contains what is known as the Gardena Sumps. This area is contaminated with oil sludge contamination from three sumps. On June 17, 2022, the Department of Toxic Substances Control (DTSC) approved a Remedial Action Plan (RAP) for the Gardena Sumps on two properties (known as the Cooper and Haack properties) which was submitted by ARC. The RAP, which will be carried out by ARC, proposes excavation of impacted soils on a portion of the site, known as the Haack Rework Area, relocation of those contaminated soils to another portion of the site, known as the Cooper Sumps area, installation of an engineered cap with a specialized geosynthetic cover and clean soil cover over the Haack Sump and Cooper Sumps, and soil vapor probes. These areas are shown in Figure 3, Site Contamination. ARC will be submitting a Remedial Design Implementation Plan to DTSC, detailing the implementation of the RAP. The Applicant will be submitting a separate RAP to DTSC to ensure that the Proposed Project protects against an unreasonable risk to human health and the environment and that it will not adversely affect the integrity, operation and maintenance of ARC's RAP.

The northwestern portion of the Project site, which overlaps with the Haack property, currently contains warehouses totaling approximately 12,064 square feet and a variety of trailer-type storage structures that house several small businesses, including a U-Haul rental agency, a metal fabricating shop, a sandblasting and painting company and an auto body repair shop (Geosyntec 2021). The southern portion of the Project site contains one residential dwelling unit. The Haack Rework area overlaps the northernmost portion of the two easternmost residential properties (Figure 2, Existing Conditions).

## 1.2.2 Prior Land Uses

Historical use of the Project site seems to have begun in the 1920's with portions of the site being used for clay mining operations. By the late 1920's, some of the site was used for growing crops and some residential uses were present. Creation of the disposal sumps, shown in Figure 3, which are the source of the contamination subject to cleanup by ARC under DTSC oversight, occurred sometime between 1938 and 1941. By 1946, all three sumps were filled with sludge. Development continued over portions of the sump areas in the following years, including excavations which changed the grade and elevation of the site, as well as construction of parking lots and buildings. The Dominguez Channel was channelized and relocated from north of the Project site to south of the Project site between 1956 and 1958. The two Cooper sumps were capped with geosynthetic material in 1993, and the DTSC interim cover was constructed in approximately 1994. The Cooper sump area (northeastern portion of the Project site) remains vacant and undeveloped while several structures, as described above, are present on the Haack property (northwestern portion of the Project site) (Stantec 2008).

## 1.2.3 Surrounding Land Uses

The area north of the Project site across Artesia Boulevard consists of a strip mall with a variety of retail and fast-casual restaurant uses. Multi-family and single-family residential uses are located

north of the strip mall. The eastern edge of the Project site is bounded by a Southern Pacific Railroad line. To the east of the Project site across Normandie Avenue is another strip mall with a variety of retail, fast food and fast casual restaurant uses. A row of single-family homes is also located to the east across Normandie Boulevard. Multi-family residential uses are located to the west of the Project site with another strip mall farther west. The southern side of the Project site is bounded by the Los Angeles County Department of Public Works Dominguez Flood Channel. An equestrian stable is located south of the channel.

### 1.2.4 Existing Public Services and Utilities

The Project site is located in an urbanized area and is generally surrounded by existing commercial and residential development. As such, the Project area is supported by utilities and public services. Table 1 outlines the providers that would serve the Proposed Project.

**Table 1. Public Services and Utilities**

| Service Type | Service Provider |
|---|---|
| Fire protection | City of Los Angeles and Los Angeles County Fire Departments |
| Police protection | Gardena Police Department |
| Public Schools | Los Angeles Unified School District |
| Library | Mayme Dear Library and Masao W. Satow Library |
| Water supply | Golden State Water Company |
| Sewer lines | City of Gardena Public Works Department |
| Sewage treatment | Los Angeles County Sanitation District Joint Water Pollution Control Plant |
| Gas supply | Southern California Gas Company |
| Electric supply | Southern California Edison |
| Telecommunications | Multiple providers |
| Stormwater drainage | City of Gardena Public Works Department |
| Solid waste collection and disposal | Waste Resources of Gardena |
| Transit services | *Bus services:* G Trans (City of Gardena), Los Angeles County Metropolitan Transportation Authority (Metro) |

## 1.3 Project Objectives

Section 15124(b) of the CEQA Guidelines states that the project description of an EIR shall contain "a statement of the objectives sought by the proposed project." Section 15124(b) further states that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Project is to develop an industrial/distribution, office/retail and self-storage development at an infill location that is being remediated for occupation within a commercial, urbanized area of the City.

The Proposed Project's specific objectives are provided below:

- Redevelop an underutilized, blighted and environmentally impacted property with economically vibrant industrial and commercial uses along a major development corridor within the City.
- Develop appropriate uses in an area with a legacy of contamination in a manner that protects human health and the environment and allows for continued monitoring of remediated areas.
- Produce short-and long-term jobs during the Proposed Project's construction and operations phases.
- Generate property tax revenues for the City to enhance its services to the community and infrastructural improvements.
- Provide the City a substantial monetary public benefit to the City's General Fund.
- Provide the City with a space to host periodic community outdoor events.

## 1.4 Project Characteristics

### Project Features

Per the 1450 Artesia Boulevard Specific Plan, the footprint of the proposed structure would be 72,000 square feet with a maximum height of 75 feet. The total building area would be 268,000 square feet, with the following proposed uses; 72,000 gross square feet of warehouse/industrial uses on the ground floor, including 10 loading docks, 10,000 square feet of office/retail uses on a mezzanine level, and 186,000 square feet of self-storage uses on the top four floors which includes 1,480 storage units. As noted above, the 72,000 gross square feet of warehouse use includes 10,000 gross square feet of potential future square footage to account for the potential future acquisition of the 0.23-acre parcel currently occupied by one single-family dwelling unit (1472 Artesia West Artesia Boulevard/APN 6106-036-010). The tenant identified for management of the self-storage component would be Secure Space. Tenants for the other uses have not been identified at this time. The Proposed Project would include approximately 124 parking spaces, including five accessible space, and 15 electric vehicle (EV)-ready spaces. The Proposed Project would include traffic improvements on Artesia Boulevard at the facility's entrance/exit at the western edge of the Proposed Project site (Figure 4, Site Plan).

The Proposed Project would have soil vapor barrier and ventilation systems beneath the structure to protect building occupants against indoor soil vapor intrusion. The Applicant is coordinating with ARC to have this cap and probes and associated infrastructure installed and approved by DTSC before the Applicant commences construction of the Proposed Project. The Applicant's RAP is anticipated to include a land use covenant to limit future uses of the site, but which would permit the Proposed Project's commercial and industrial uses, and long-term monitoring and maintenance of the soil vapor barrier and ventilation system for the Proposed Project's buildings. The Proposed Project structure would only overlap with the remediated Haack Rework area. The portion of the Proposed Project site that overlaps the Haack and Cooper sumps areas would be paved and utilized as a parking lot which would be located atop the cap implemented as part of the DTSC-approved RAP. Under the Specific Plan, the parking lot area would be used periodically for City-sponsored outdoor events outside of the Project's warehouse/industrial component operating hours.

Construction of the Proposed Project is expected to last approximately 18 months beginning in March 2024and ending September 2025. The Proposed Project is anticipated to begin operations in October 2025. The Applicant's timing would not interfere with the implementation of the RAP by ARC, nor with ARC's implementation of the RAP interfere with the Applicant's timing.

### Special Events

Under a proposed Development Agreement with the Applicant between the Applicant and the City, the City will be allowed to host various special events on an approximately 36,000-square-foot portion (0.8 acre) of the Project's parking area (over approximately 62 parking spaces). The City anticipates hosting several types of medium-size special events, such as:

- Food trucks
- Farmer's markets
- Car shows
- Live entertainment
- Food giveaways
- Mobile vaccination events

The special events would be held approximately two to three times per month, including weekday evening events (after 6:00 p.m.) and weekend daytime events. Thus, the special events would be held when the industrial/warehouse use is not in operation and its parking area is not in use.

### General Plan and Zoning

The City recently amended the Land Use and Zoning for hundreds of properties in the City in compliance with adoption of the 6th Cycle Housing Element. The Project site has retained its Specific Plan land use designation, and the zoning has been changed to 1450 Artesia Specific Plan. The Land Use Plan notes that the specific plan will be for industrial and commercial development. The zoning requires adoption of a specific plan before any development can take place.

Although not part of the Project's current development footprint, the proposed 1450 Artesia Boulevard Specific Plan area would include the approximately 0.23-acre parcel situated at the Project site's southwest corner that is currently occupied by one single-family residential DU. Because this single-family residential DU would remain upon adoption of the proposed 1450 Artesia Boulevard Specific Plan, this DU would become a legal non-conforming use. As this last parcel may be acquired and incorporated into the Project, the environmental impacts resulting from the potential future acquisition of the 0.23-acre parcel are included in the Project analyses when its inclusion results in the most conservative analysis for a given environmental resource area.

## 1.5 California Environmental Quality Act

The California Environmental Quality Act ("CEQA"), Public Resources Code Sections 21000 et seq., applies to a "project," which is defined under CEQA as an activity which may cause either a direct or reasonably foreseeable physical change in the environment, and which is initiated by, funded by, or requires discretionary approvals from state or local government agencies. (Public Resources Code §

21065.) The Proposed Project constitutes a "project," as defined under CEQA. CEQA Guidelines Section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, the City of Gardena is the Lead Agency responsible for compliance with CEQA for the Proposed Project.

The City has prepared this Initial Study (IS) in accordance with the CEQA Guidelines to determine if the Proposed Project could have the potential to cause significant adverse environmental impacts. Based on the conclusions of the Initial Study evaluation (contained in Section 2 of this document), the City has determined that the Proposed Project may have a significant effect on the environment and, therefore, the City will prepare an Environmental Impact Report (EIR) pursuant to CEQA. Since the analysis in the Initial Study determined that the Proposed Project would not result in significant impacts for some environmental categories, the City proposes to eliminate the following topics from further evaluation in the EIR: Aesthetics, Agriculture and Forestry Resources, Biological Resources, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire.

Ultimately, the EIR prepared for the Proposed Project will be a public document used by the City to analyze the environmental effects of the Proposed Project and to disclose possible ways to reduce or avoid significant environmental impacts, including alternatives to the Proposed Project. As an informational document, the EIR prepared for the Project will not make recommendations for or against approving the Project. The main purpose of the EIR will be to inform public agency decision makers and the public about potential environmental impacts of the Project (CEQA Guidelines Section 15121). The EIR will ultimately be used by the City, as the lead agency under CEQA, in making decisions with regard to the adoption of the Proposed Project described herein and the related approvals described below in Section 1.6.

## 1.6 Required Project Approvals

### 1.6.1 City Permits and Approvals

The Project would require discretionary approval from the City. A list of permits and approvals from the City that are required to complete the Proposed Project include, but are not necessarily limited to the following:

- **Adoption of the 1450 Artesia Boulevard Specific Plan.** The proposed 1450 Artesia Boulevard Specific Plan would include Project-specific development standards, including the proposed height, density, parking standards, and other development standards. The Specific Plan would permit a maximum height of approximately 75 feet and a maximum Floor Area Ratio (FAR) of 1.[2]
- **Zone Text Amendment.** Section 18.08.015 of the Gardena Zoning Code will be deleted.
- **Development Agreement.** A Development Agreement is also being proposed in conjunction with the Proposed Project.
- **Site Plan Review.** A site plan will be developed to ensure that the Project and physical design are consistent with the 1450 Artesia Boulevard Specific Plan and General Plan.

[2] The FAR is based on the total Project Site area.

- **Lot Merger.** The Project Site contains five lots that would be consolidated into one lot as part of the Proposed Project; the non-conforming residential use (APN 6106-036-010) would remain its own parcel.
- An Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines Section 15124;
- A mitigation monitoring and reporting program; and
- Required CEQA findings.

### 1.6.2 Approvals and Review from Other Agencies

Permits and approvals from other agencies, and/or coordination with other agencies, may also be required in association with the Proposed Project. DTSC has been identified as a responsible agency for the Project. DTSC has approved the ARC RAP for the portion of the site under the cleanup order (not part of the Proposed Project) and will need to approve the anticipated Remedial Action Plan that the Applicant will prepare.

Other agencies that may have involvement for permits, approvals, and/or coordination are listed as follows:

- State Water Resources Control Board – Applicant must submit a Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit
- Utility providers – Utility connection permits
- Los Angeles County Fire Department

### 1.6.3 Related Environmental Review and Consultation Requirements

Related environmental review and consultation requirements for the Proposed Project include the following:

- **Assembly Bill 52 Tribal Consultation:** Pursuant to Assembly Bill 52, the City sent notification letters to tribal groups that have requested such notification.
- **Senate Bill 18 Tribal Consultation:** Pursuant to Senate Bill 18, the Native American Heritage Commission provided and obtained a list of tribes to be notified of the Project under Senate Bill 18 and notification letters have been sent to these Tribes as well.

# 2 Initial Study Checklist

1. **Project title:**

   1450 Artesia Boulevard Specific Plan

2. **Lead agency name and address:**

   City Of Gardena
   1700 West 162nd Street
   Gardena, California 90247

3. **Contact person and phone number:**

   Amanda Acuna
   1700 West 162nd Street
   Gardena, California 90247

4. **Project location:**

   1450 W Artesia Boulevard, Gardena, California

5. **Project sponsor's name and address:**

   InSite Property Group
   19191 S. Vermont Ave, Suite 680
   Torrance, California 90502

6. **General plan designation:**

   Specific Plan (Figure 5, Land Use)

7. **Zoning:**

   1450 Artesia Specific Plan (Figure 6, Zoning)

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   Refer to Chapter 1 of this Initial Study

9. **Surrounding land uses and setting (Briefly describe the project's surroundings):**

   Refer to Section 1.2.3 of this Initial Study

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

    Refer to Section 1.6.2 of this Initial Study

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.?**

    Refer to Section 2.18 of this Initial Study for details.

    **Note:** Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," 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 |

## Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature Date

## Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less Than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance

## 2.1 Aesthetics

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **I. AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |

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

Less than Significant Impact. Scenic vistas are typically considered to be views of scenic resources that are available from public vantage points. The City is generally flat and urbanized and the City's General Plan does not designate any scenic resources or vistas. The City has limited distant views of the Santa Monica Mountains, the San Gabriel Mountains and the Palos Verdes Peninsula (City of Gardena, 2006b) which would not be impacted by the Proposed Project. The Proposed Project Site is also not in the vicinity of any hillside or ridgeline areas which are considered to be scenic resources by the County of Los Angeles (Los Angeles

County, 2015). As such, impacts to scenic vistas would be less than significant, and this issue will not be further evaluated in the EIR.

*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 officially designated or eligible state scenic highways within the vicinity of the Proposed Project. The nearest state scenic highways are two eligible highways, Route 19 in Long Beach and Route 187 in coastal Santa Monica, which are more than 10 miles southeast and 12 miles northwest of the Proposed Project Site, respectively (CALTRANS, 2018). Neither highway is visible from the Project Site. As such, the Proposed Project would have no impact on scenic resources within a state scenic highway, and this issue will not be further evaluated in the EIR.

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

Less than Significant Impact. The Proposed Project Site is located within an urbanized area and is surrounded on all sides by existing urban development. The Proposed Project includes adoption of the 1450 Artesia Boulevard Specific Plan which would include development standards such as building materials, maximum building height and intensity, architectural requirements, lighting standards and landscaping requirements which the proposed development would adhere to, and which would ensure that, impacts to the visual character of the area are less than significant, and this issue will not be further evaluated in the EIR.

*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 Proposed Project would include development of the Project Site with industrial/distribution, office/retail and self-storage uses which would introduce new lighting from sources within the building as well as parking and exterior security lighting. The use of reflective building materials in the construction of the building would add a new source of glare. However, the Proposed Project would be designed and constructed in accordance with the City's municipal code and development standards. Additionally, the Proposed Project includes adoption of the 1450 Artesia Boulevard Specific Plan which would include site-specific development standards such as building material and lighting standards. Adherence to those standards would ensure that impacts relating to light and glare would be less than significant, and this issue will not be further evaluated in the EIR.

## 2.2 Agriculture and Forestry Resources

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **II. 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. 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: | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |

*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 Proposed Project Site is located in an urbanized area and is identified as Urban and Built-Up Land (California Department of Conservation, 2022). The closest identified farmland is a strip of Unique Farmland that runs along the opposite side of the Dominguez Channel between South Vermont Avenue and South Normandie Avenue (less than 0.1 mile southeast of the Project Site). Another strip of Unique Farmland is located on the opposite side of the Dominguez Channel approximately 0.4 mile southwest of the Project Site (California Department of Conservation, 2022). However, the farmland is separated from the Proposed Project Site by the Dominguez Channel and will not be impacted by the Proposed Project. As such, the Proposed Project would have no impact related to the conversion of Farmland to non-agricultural uses, and this issue will not be further evaluated in the EIR.

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

No Impact. As described in (a) above, the Proposed Project Site is urbanized. The site is zoned does not contain agricultural uses or Williamson Act contracts. As such, the Proposed Project would have no impact related to zoning for agricultural uses, and this issue will not be further evaluated in the EIR.

*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. As described in (a) and (b) above, the Proposed Project Site is in an urbanized area and is zoned for industrial and commercial uses under the 1450 Artesia Specific Plan, which does not contain forest or timberland uses. As such, the Proposed Project would have no impact on zoning for forest land or timberland, and this issue will not be further evaluated in the EIR.

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

No Impact. The Proposed Project Site does not contain any forest land nor is any forest land located within the vicinity of the site. As such, the Proposed Project would have no impact related to the loss or conversion of forest land to non-forest uses, and this issue will not be further evaluated in the EIR.

*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. The Proposed Project would include development of commercial, self-storage and industrial/warehouse uses in a highly urbanized area where such uses are consistent with the

surrounding area. As described in (a) through (d) above, the Proposed Project would have no impact on farmland or forest land, and this issue will not be further evaluated in the EIR.

## 2.3 Air Quality

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. 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: | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |

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

Potentially Significant Impact. A significant impact may occur if the Proposed Project is not consistent with the applicable air quality plan or would interfere with implementation of the policies of that plan. The Project Site is within the South Coast Air Basin (SCAB), and the applicable plan is the Air Quality Management Plan prepared by the South Coast Air Quality Management District (SCAQMD). Construction and operation of the Project could result in an increase in emissions by increasing the land use intensity at the Project Site, having the potential to conflict with the Air Quality Management Plan. Further analysis of this issue will be provided in the EIR.

*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?*

Potentially Significant Impact. Construction emissions associated with development of the Proposed Project would temporarily emit pollutants to the local airshed from dust and on-site equipment, construction worker vehicles, delivery trucks, and off-site haul trucks. Volatile organic compounds (VOCs), nitrogen oxides (NOx), carbon monoxide (CO), particulate matter with an aerodynamic diameter equal to or less than 10 micros ($PM_{10}$), particulate matter with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), and sulfur oxides (SOx) emissions are the main pollutants that would result from construction. Project operation would also emit pollutants associated with vehicular traffic, area sources (consumer products, architectural coatings, landscaping equipment), and energy sources (natural gas, appliances, and space and water heating).

Criteria pollutants under nonattainment in the SCAB are ozone and particulate matter ($PM_{10}$ and $PM_{2.5}$) (SCAQMD 2017). The Proposed Project would generate VOC and NOx emissions (which are precursors to ozone) and emissions of $PM_{10}$ and $PM_{2.5}$. Further analysis is required to determine the Proposed Project's potential to result in a cumulatively considerable net increase of these criteria pollutants. Therefore, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. Sensitive receptors (residences) are located approximately 30 feet from the Project Site. A single residence is also located within the Project Site, in the southwest corner. The Proposed Project may generate toxic air contaminant emissions during construction of the Project. Additionally, the operational emissions associated with the Project could expose sensitive receptors to pollutant concentrations as well. As such, further analysis is required regarding the air pollutant emissions that would result from the Proposed Project, and whether a substantial impact to sensitive receptors would result. Therefore, this issue will be further analyzed in the EIR.

*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. The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

During Project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. However, such odors would disperse rapidly from the Project Site and would generally occur at magnitudes that would not affect substantial numbers of people. Land uses and industrial operations associated with operational odor complaints include agricultural uses, wastewater

treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). Operation of the Proposed Project would not entail any of these potentially odor-causing land uses. Furthermore, during construction and operation of the Proposed Project, the applicant, construction contractor, and Project operators would be required to comply with SCAQMD Rules 401, 402, and 403. Rule 401 prohibits discharge of air contaminants that are dark in shade or that obscure an observer's view for more than three minutes over the course of an hour. Rule 402 prohibits discharge of air contaminants that cause injury, detriment, nuisance, or annoyance to a considerable number of people or to the public, or that endanger the comfort, repose, health, or safety of people or the public, or that cause or have a natural tendency to cause injury or damage to business or property. Rule 403 requires implementation of dust control measures during activities capable of generating fugitive dust. Due to the nature of Proposed Project construction and operation, and upon compliance with applicable SCAQMD rules, the Proposed Project would not create any new sources of odor during construction or operation. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

## 2.4 Biological Resources

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** – Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ☒ |

The Project is within a highly urbanized area with residential and industrial land uses dominating the landscape. Under the existing conditions, the Project Site is developed with paved surfaces, buildings, and landscaped areas, with no native or naturalized vegetation communities present (Google Maps 2022). Historic aerial imagery of the Project Site indicates that the Project Site and surrounding area has been developed from since at least 1963 (Nationwide Environmental Title Research 2022). This includes the construction of the Dominguez Channel located 90 feet to the south of the Project Site, which is a three-sided concrete culvert. The northeastern section of the Project site, known as the Gardena Sumps, contains oil sludge contamination from three sludge disposal sumps which were created sometime between 1938 and 1941 and were filled with sludge by 1946. This area has also been subjected to previous disturbance associated with cleanup actions associated with the contamination.

*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?*

No Impact. Relevant databases that contain information on candidate, sensitive, and/or special status species include: the California Department of Fish and Wildlife California Natural Diversity Database (CNDDB) (CDFW 2022); the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants (CNPS 2022); and the U.S. Fish and Wildlife Services (USFWS) Information for Planning and Consultation (IPaC) Database (USFWS 2022a). The results of these queries included 49 special-status plant species and 47 special-status wildlife species have recorded occurrences in the U.S. Geologic Survey's *Inglewood, California* 7.5-minute topographic quadrangle, which contains the Project Site, and surrounding quadrangles, as well as species from IPaC. Appendix A of this IS includes the results of the queries of the CNDDB, CNPS Inventory, and IPaC.

The Project Site does not have the potential to contain any special status plant or wildlife species since suitable habitat is not present on site or adjacent to the Project Site. The buildings onsite and in the vicinity are maintained and would provide little to no value to roosting bats; however, it is expected that bats would forage in the area. No critical habitat has been designated that contains the Project Site or adjacent areas (USFWS 2022a). Therefore, impacts to special status species would not occur, and this issue will not be further analyzed in the EIR.

*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 U.S. Fish and Wildlife Service?*

No Impact. Three sensitive habitats have been recorded in the CNDDB within the queried area (CDFW 2022). As discussed previously, the Project Site is developed with paved surfaces, buildings, and landscaped areas, with no native or naturalized vegetation communities present. No riparian or wetland features are present to support riparian habitat (USFWS 2022b). The Dominguez Channel is a concrete channel with no vegetation present. Therefore, impacts associated with riparian habitat or sensitive natural communities would not occur, and this issue will not be further analyzed in the EIR.

*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?*

Less Than Significant Impact. No wetlands or other jurisdiction waters are within the Project Site (USFWS 2022b). Water from rainfall flows across the impervious surfaces found on the Project Site and enters the municipal stormwater system. Potential indirect impacts during construction to the water in Dominguez Channel would be avoided by erosion-control measures that would be implemented as part of the Storm Water Pollution Prevention Plan (SWPPP) for the Project. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document (PRD) with the State Water Resources Control Board

(SWRCB) in order to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ, NPDES No. CAS000002) or the latest approved general permit. This permit is required for earthwork that results in the disturbance of one acre or more of total land area. The required SWPPP will mandate the implementation of best management practices (BMPs) to reduce or eliminate construction-related pollutants in the runoff, including sediment. Therefore, temporary indirect impacts would be less than significant due to compliance with regulations, and this issue will not be further analyzed in the EIR.

*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?*

Less Than Significant Impact. There are no on-site drainages or ponds that may serve as habitat for fish species. The Project Site is developed and surrounded by developed areas, and it does not reside within any designated wildlife corridors and/or habitat linkages identified in the South Coast Missing Linkages analysis project (South Coast Wildlands 2008) or California Essential Habitat Connectivity project (Spencer et al. 2010), so the Project would not affect the movement of any native resident or land-based wildlife species, nor would it affect established native resident or migratory wildlife corridors.

Ornamental vegetation located on the Project Site could provide suitable nesting habitat for some urban-adapted bird species. All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act and sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act and sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during Project construction activities. This would generally involve clearing the Project Site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the Project Site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

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

Less Than Significant Impact. Any development activities conducted pursuant to the Specific Plan would be required to comply with all applicable requirements set forth by the City, including the City's street tree regulations. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

***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 located in a highly urbanized area, and there is no adopted Habitat Conservation Plan or Natural Community Conservation Plan for the site or the surrounding area (CDFW 2019). No conflict with a Habitat Conservation Plan or Natural Community Conservation Plan would occur with the Project. Therefore, impacts associated with biological resources would not occur, and this issue will not be further analyzed in the EIR.

## 2.5 Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES** – Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | ☒ | ☐ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | ☒ | ☐ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☒ | ☐ | ☐ | ☐ |

***a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Potentially Significant Impact. Preparation of the EIR will involve conducting a cultural resources records search of the Project Site, as well as a pedestrian survey. These investigations will identify the likelihood of the Project Site to support historical resources. The EIR will summarize the findings of these investigations and will describe whether the Project could have an adverse effect in the category of historical resources. As such, this issue will be further analyzed in the EIR.

***b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

Potentially Significant Impact. The Project Site is located within an urbanized area and has been subject to disturbance in the past, including disturbance associated with cleanup actions in the area covered under the DTSC cleanup order. Public Resources Code Section 21083.2(g) generally defines a unique archaeological resource as an artifact, object, or site

that meets a number of criteria, including an ability to provide information needed to answer important scientific questions that have public interest; having a special and particular quality, such as being the oldest of its type; or, being directly associated with a scientifically recognized important prehistoric or historic event or person.

Any archaeological resources on the Project Site have likely been previously disturbed. Furthermore, the remediation process that would be conducted prior to Project implementation would include excavation of soil below the ground surface over a portion of the Project Site. However, Project construction would involve excavation within the Project Site below ground surface in other areas of the Project Site. In the event that resources are buried at deeper depths than have been previously disturbed, the Proposed Project would have the potential to result in the inadvertent discovery of buried, previously unknown archaeological resources. In the event that previously unknown, buried resources were to be encountered during construction, significant impacts could result if the resource(s) are not identified and avoided or properly treated. The EIR will therefore discuss the potential for such resources to be impacted by the Proposed Project and will identify mitigation measures to reduce impacts of the Proposed Project on any archeological resources that may be present. As such, this issue will be further analyzed in the EIR.

c) ***Would the project disturb any human remains, including those interred outside of formal cemeteries?***

Potentially Significant Impact. As previously discussed, the Project Site is located within an urbanized area and has been subject to disturbance in the past. The Project Site is not part of a formal cemetery, and therefore, it is unlikely that human remains exist on or in the vicinity of the Project Site. While unlikely, there is some chance that previously undiscovered human remains could be located within the Project Site and could be disturbed by construction activities. Therefore, this issue will be further analyzed in the EIR, and will be discussed in both the cultural resources section and in the tribal cultural resources section of the EIR.

## 2.6 Energy

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. Energy** – Would the project: | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☒ | ☐ | ☐ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☒ | ☐ | ☐ | ☐ |

***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?***

Potentially Significant Impact. As described in Section 1.2.4, electricity in the City is supplied by Southern California Edison, and natural gas is supplied by Southern California Gas Company. Construction of the Proposed Project would require the use of energy in the form of fossil fuels (for construction equipment, worker vehicles, and truck trips) and electricity (for construction site lighting, computer equipment, and temporary construction trailers, if needed). Operation of the Proposed Project would require electricity for building operation (appliances, lighting, etc.) and fossil fuels related to vehicular transportation to and from the Project Site. Project operation would also result in indirect energy consumption related to the supply, distribution, and treatment of water, wastewater, and solid waste. The Project would be designed to comply with the California Green Building Standards Code. While the Project would comply with regulatory requirements for energy efficiency, the EIR will include additional analysis on this topic. The EIR will show the anticipated energy consumption that would result from Project construction and operation. The Project's energy consumption will then be compared to existing regional demands, and sustainability measures will be discussed in further detail. This analysis will establish whether the Project's energy use is considered wasteful, inefficient, or unnecessary. As such, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. There are a variety of state and local plans and policies in place that promote use of renewable energy and energy efficiency. Examples include the state's Renewable Portfolio Standard and the California Building Energy Efficiency Standards. The Renewable Portfolio Standard initially required retail sellers of electric services to increase procurement from eligible renewable energy resources to 20% of total retail sales by 2017. In 2015, Senate Bill 350 mandated a 50% Renewable Portfolio Standard by 2030. In 2018, Senate Bill 100 increased the Renewable Portfolio Standard to 60% by 2030 and requires all of the state's electricity to come from carbon-free resources by 2045. In accordance with Senate Bill 100, the City's electricity supplier (Southern California Edison) is required to procure at least 60% of its energy portfolio from renewable sources by 2030.

The California Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 6) was adopted to ensure that building construction, system design, and installation achieve energy efficiency and preserve outdoor and indoor environmental quality.

The Proposed Project has been designed, and would be constructed, to incorporate sustainable building features and construction protocols required by state and local regulations and plans, including CALGreen and the City of Gardena Climate Action Plan. The Proposed Project is required to be consistent with existing regulations and, therefore, is not anticipated to conflict with renewable energy or energy efficiency plans. However, the EIR will include a more robust discussion of applicable plans and policies and will provide a consistency analysis for the Proposed Project, to ensure that the Project would comply with such plans policies. Therefore, this issue will be further analyzed in the EIR.

## 2.7 Geology and Soils

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. GEOLOGY AND SOILS** – Would the project: | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☒ | ☐ | ☐ | ☐ |

***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.***

Potentially Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act, California Public Resources Code sections 2621 et seq., regulates development near active faults to reduce hazards associated with surface fault rupture. The Act prohibits most structures for human occupancy from being built across the trace of active faults and establishes special study zones called Alquist-Priolo Zones, which extend 500 feet from the fault. These zones are delineated and defined by the state geologist and identify areas where potential surface rupture along a fault could prove hazardous. The Project Site is not mapped within an Alquist-Priolo Earthquake Fault Zone, indicating that earthquake faults are not known to cross these properties (CGS 2022). However, the boundary of the nearest Alquist-Priolo Earthquake Fault Zone, associated with the Avalon-Compton Fault, is located approximately 3.8 miles east of the Project Site (CGS 2022) and southern California is an area of high seismic activity in

general. Construction and operation of the Project would not increase or exacerbate the potential for fault rupture to occur and therefore would not directly or indirectly cause potential substantial adverse effects involving fault rupture. Nevertheless, due to the proximity of the Project Site to an Alquist-Priolo Earthquake Fault Zone and its location in a generally seismically active area, this issue will be further discussed in the EIR. Specifically, data gathering for the EIR will include a geotechnical investigation and associated report(s) that will further evaluate and discuss the potential for fault rupture at the Project Site. The EIR analysis will then incorporate and summarize the findings of the geotechnical investigation and will come to a conclusion regarding fault rupture hazards.

*ii) Strong seismic ground shaking?*

Potentially Significant Impact. The Project Site is located within an area that could be subject to seismic ground shaking from a variety of fault lines throughout the region. A number of faults in the region are considered active features capable of generating future earthquakes that could result in moderate to strong ground shaking at the Project Site. Although the Proposed Project could be subject to severe seismic shaking, construction and operation of the Project would not increase or exacerbate the potential for earthquakes to occur and therefore would not directly or indirectly cause potential substantial adverse effects involving seismically induced ground shaking. Nevertheless, due to the Project's location in a seismically active region, this issue will be further discussed in the EIR. Specifically, data gathering for the EIR will include a geotechnical investigation and associated report(s) that will further evaluate and discuss potential seismic ground shaking at the Project Site. The EIR analysis will then incorporate and summarize the findings of the geotechnical investigation and will come to a conclusion regarding seismic ground shaking hazards.

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

Potentially Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressure to increase in the sediment and sand grains lose contact with each other, leading the sediment to lose strength and behave like a liquid. The majority of the Project Site is located within a liquefaction zone (CGS 2022) and this issue will be further discussed in the EIR. Specifically, data gathering for the EIR will include a geotechnical investigation and associated report(s) that will further evaluate and discuss potential liquefaction at the Project Site. The EIR analysis will then incorporate and summarize the findings of the geotechnical investigation and will come to a conclusion regarding liquefaction hazards.

*iv) Landslides?*

No Impact. The Project Site is not located within an area identified as being susceptible to earthquake-induced landslides on maps prepared by the state (CGS 2022). There are no known landslides near the Project Site. The property is generally flat and is surrounded on all sides by generally flat and developed land. As such, landslides are unlikely to occur on the Project Site and the Proposed Project is not expected to increase or exacerbate the potential

for landslides to occur. As such, the Proposed Project would not expose people or structures to adverse risks associated with landslides. No impacts would occur, and this issue will not be further analyzed in the EIR.

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

Less Than Significant Impact. In an urbanized setting, substantial erosion or loss of topsoil typically occurs when ground disturbance causes soils to be exposed, and the soils are washed away during a storm or wind event. Surface structures, such as paved roads and buildings, decrease the potential for erosion. Once covered, soil is no longer exposed to wind or water erosion.

The Proposed Project would cause ground disturbance during construction activities, which can lead to erosion, particularly during a rain event or wind event. However, the construction contractor would be required to comply with the Construction General Permit. The Construction General Permit requires preparation and compliance with a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include erosion control measures such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. Preparation and implementation of the required SWPPP would reduce construction-related erosion to the extent practicable. During operation, the Project Site would be covered with buildings, hardscape, and landscaping, which would preclude erosion during operation. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

*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?*

Potentially Significant Impact. As indicated above, the majority of the Project Site is located within a state-mapped liquefaction hazard zone and in a seismically active area. The EIR will include a detailed geotechnical report that will characterize any potential hazards in the area and that will present design requirements for the Project. As such, this issue will be further evaluated in the EIR.

*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?*

Potentially Significant Impact. Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. The Project Site was historically used for clay mining so it is likely that clay soils are present onsite. The Proposed Project would be required to comply with California Building Code requirements related to hazards involving potentially expansive soils. Further analysis of the on-site soils will be presented in the EIR based on site-specific geologic reports that will characterize on-site soils. Therefore, this issue will be further analyzed in the EIR.

*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. The Project Site is served by the existing municipal sewer system. The City has established utility services, and no septic systems are either proposed or required to serve the Project. Therefore, no impacts would occur, and this issue will not be further analyzed in the EIR.

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

Potentially Significant Impact. As previously discussed, the Project Site is located within an urbanized area and has been subject to disturbance in the past. However, grading, excavation, or other construction activities resulting from implementation of the Proposed Project could potentially disturb undiscovered paleontological resources or unique geologic features, in the event that any are present. The EIR will present the findings of a paleontological resources records search and will identify the potential for the Project to adversely affect such resources. Therefore, this issue will be further analyzed in the EIR.

## 2.8 Greenhouse Gas Emissions

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. GREENHOUSE GAS EMISSIONS** – Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☒ | ☐ | ☐ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☒ | ☐ | ☐ | ☐ |

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

Potentially Significant Impact. The Proposed Project would result in emissions of greenhouse gases (GHGs) during construction and operation. Temporary GHG emissions would result from construction vehicles and equipment. Additionally, during operation, GHG emissions would result from vehicle trips generated by the Proposed Project, as well as building energy and water usage. The Project would be subject to a variety of plans and

policies that are place for the reduction of GHG emissions at the state and local level. Such plans and policies include the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the City of Gardena Climate Action Plan. Further analysis is required to determine the estimated Project-generated GHG emissions, their impact on global climate change, and the Project's compliance with applicable plans and policies for GHG reductions. Therefore, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. As stated above, there are a variety of plans, policies, and regulations in place for the purpose of reducing GHG emissions. At the state level, the California Air Resources Board (CARB) Scoping Plan 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. Under the Scoping Plan, 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) and changes to the vehicle fleet and associated fuels, among others. Another state regulatory action, Executive Order S-3-05, establishes a goal to reduce statewide GHG emissions to the 1990 level by 2020, and to reduce statewide GHG emissions to 80% below the 1990 level by 2050. At the regional level, the SCAG RTP/SCS sets forth strategies to reduce vehicle miles traveled, to increase use of alternative fuel vehicles, and to improve energy efficiency. At the local level, the City adopted the City of Gardena Climate Action Plan in 2017 which "identifies community-wide strategies to lower GHG emissions from a range of sources within the jurisdiction, including transportation, land use, energy generation and consumption, water, and waste" (Gardena 2017). The EIR will evaluate the Project's consistency with applicable state, regional, and local plans, policies, and regulations that have been adopted for the purpose of reducing GHGs. Therefore, this issue will be further analyzed in the EIR.

## 2.9 Hazards and Hazardous Materials

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HAZARDS AND HAZARDOUS MATERIALS** – Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☒ | ☐ | ☐ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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 that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☒ | ☐ | ☐ | ☐ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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? | ☐ | ☐ | ☒ | ☐ |

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

Potentially Significant Impact. Relatively small amounts of commonly used hazardous substances, such as gasoline, diesel fuel, lubricating oil, grease, and solvents would be used

during construction at the Project Site and would be transported to the Project Site during construction. While some hazardous materials used during construction may require disposal, such disposal activities would only occur for the duration of construction and would not be considered routine. All potentially hazardous materials used during construction would be transported, used, and disposed in accordance with manufacturer's specifications and instructions, thereby reducing the risk of hazardous materials use. Additionally, any such materials would be transported, used, disposed, and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. These existing laws regulate quantities of hazardous materials, promote accident prevention, establish protections from exposure, and regulate storage and disposal. Consequently, use of these materials for their intended purposes during construction would not pose a significant risk to the public or environment.

During operation, hazardous materials that could be routinely used during operation of the Proposed Project include chemical reagents, cleaning solvents, fuels, paints, cleansers, pesticides, fertilizers, oils, and miscellaneous organics and inorganics that are used as part of typical building maintenance. Such materials would be used in small quantities, and their use on the Project Site would be consistent with use of similar hazardous materials occurring at other nearby office and commercial uses. As with Project construction, all hazardous materials used on the Project Site during operation would be used, stored, and disposed of in accordance with the manufacturer's specifications and all applicable federal, state, and local requirements. Such materials are not considered to be acutely hazardous when properly used, stored, transported, and disposed. Due to the type of development (industrial/distribution, office/retail and self-storage), operation of the Project would not involve the routine transport of hazardous materials to and from the Project Site. Upon compliance with applicable regulations governing the transport, use, and disposal of hazardous materials, significant impacts would not be anticipated to occur.

The Project would incorporate a long term, and ongoing Remedial Action Plan (RAP)_that is presently anticipated to involve soil vapor barrier and ventilation systems for the Project's building, land use controls and potentially other elements to prevent any unreasonable risk to human health or the environment from the constituents of concern that will be left in placed but capped under ARC's RAP that DTSC has approved in implementing the Remedial Action Order from DTSC (Case # 19490135). Details of the long term and ongoing remediation system are not yet available, and as such, there is the potential for the Project to result in an exposure of hazards. Therefore, this issue will be further analyzed in the EIR.

*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?*

Potentially Significant Impact. Prior to Project construction, a portion of the Project Site would be remediated for contamination as part of the DTSC-approved RAP that ARC will implement under a Remedial Action Order from DTSC (Case # 19490135). The Applicant would take steps to develop the Project consistent with and not impair this remedial remedy by seeking approval of a RAP that would include soil vapor barrier and ventilation systems under the Project's building, land use controls, and potentially other elements to prevent any unreasonable risk to human

health or the environment from the constituents of concern that will be left in placed but capped under ARC's RAP. The soils on the Project Site are known to be contaminated with a variety of hazardous constituents associated with three oil sludge sumps, including volatile fuel hydrocarbons (VFHs), total extractable hydrocarbons (TEHs), volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polynuclear aromatic hydrocarbons (PAHs), Title 22 metals, mercury and hexavalent chromium (Geosyntec 2021). Due to the history of contamination at the Project Site, more details will be provided in the EIR with regards to potential hazardous materials releases. The EIR will include an evaluation of former hazardous materials releases at the Project Site, including contamination associated with the former uses, as well as records search results for other potential issues such as underground storage tanks and potential contamination in the vicinity of the Project Site.

Project construction would involve the use and storage of commonly used hazardous materials such as gasoline, diesel fuel, lubricating oil, grease, solvents, and other vehicle and equipment maintenance fluids. These substances would be used and stored in designated construction staging areas. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Compliance with applicable regulations would minimize the potential for upset and accident conditions involving the release of potentially hazardous construction materials and chemicals into the environment.

Project operation could involve use of chemical reagents, cleaning solvents, fuels, paints, cleansers, pesticides, fertilizers, oils, and miscellaneous organics and inorganics that are used as part of typical office building maintenance. Upon compliance with applicable regulations governing the transport, use, and disposal of hazardous materials, significant impacts would not be anticipated to occur. Nevertheless, the EIR will include more details and analysis of the potential for Project operation to result in release of hazardous materials into the environment. Therefore, this issue will be further analyzed in the EIR.

***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?***

Potentially Significant Impact. The closest school to the Project Site is the Gardena Early Education Center, located at 1350 West 177$^{th}$ Street, approximately 0.1 mile southeast of the Project Site. Gardena High School is also located immediately south of the Gardena Early Education Center at 1301 West 182$^{nd}$ Street. Because the Project Site is being remediated under oversight of DTSC prior to construction of the Proposed Project, as discussed in (b) and (d), and because the Project would include a long term and ongoing remediation system, as discussed in (a) above, the EIR will include more details and analysis of the potential for Project construction and operation to emit hazardous materials within one-quarter mile of a school. Therefore, this issue will be further analyzed in the EIR.

*d) Would the project be located on a site that 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?*

Potentially Significant Impact. Government Code, Section 65962.5, combines several regulatory lists of sites that may pose a hazard related to hazardous materials or substances. As described in Section 1.2.1 above, the majority of the Project Site is located on an active DTSC Mandatory Cleanup Site (Case # 19490135). Prior to the commencement of the Proposed Project, it is anticipated that the Project Site would be remediated per DTSC requirements as described in the ARC RAP that DTSC approved, as discussed above, and that use of these properties would not pose a significant hazard to the public or to the environment. However, because these properties are located on an identified cleanup site, and because the cleanup process is ongoing, this issue will be further analyzed in the EIR.

*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 nearest public airports to the Project Site are the Compton/Woodley Airport and the Hawthorne Municipal Airport, located approximately 3.1 miles northeast and 3.7 miles northwest of the Project Site, respectively. The Los Angeles International Airport is also located approximately 6.5 miles northwest of the Project Site. According to the Los Angeles County Airport Land Use Commission, the Project Site is located outside of the airport land use plan (Los Angeles County Airport Land Use Commission 2014). As such, the Project Site is not within two miles of a public airport, and the Project Site is not located within an airport land use plan. Therefore, the Proposed Project would not create an airplane safety hazard for people residing or working in the Project area. No impact would occur, and this issue will not be further analyzed in the EIR.

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

Less Than Significant Impact. The City has developed an Emergency Operations Plan (EOP) to facilitate emergency management. The EOP addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents and national security emergencies. It establishes emergency organizations, assigns tasks, specifies policies and procedures and is designed to include the City in the California Standardized Emergency Management System (SEMS) (City of Garden 2006a). The City's police department also administers the Gardena Community Emergency Response Training (CERT) program, which trains residents to assist safety personnel and City staff in the event of a major disaster (Gardena Police Department 2022).

The construction and operation of the Proposed Project is not anticipated to interfere with emergency preparedness initiatives or with responses to an emergency. Furthermore, the Proposed Project's design and operations would be required to adhere to applicable aspects of the EOP. As such, the Proposed Project would not obstruct or interfere with implementation of the City's EOP. Rather, the plans would proceed in a similar manner with or without the Project.

The City's disaster route map identifies Artesia Boulevard as a disaster route (LADPW 2008). The Proposed Project may include minor traffic improvements, on Artesia Boulevard. The traffic improvements could obstruct and/or slow traffic on Artesia Boulevard during construction, potentially impeding evacuation. However, construction impacts would be temporary in nature and would be controlled via standard construction best management practices, which include construction traffic control measures. Furthermore, construction of the roadway improvements is not likely to require extensive ground disturbance that would substantially reduce the capacity of the roadway for evacuation purposes. In the event of an evacuation, it is likely that construction of the traffic improvements would cease. As such, Project construction is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

During operations, the Project would increase the number of people present on the Project Site relative to existing conditions. The Project would therefore result in an incremental increase in the number of people who would need to evacuate and/or receive emergency services, particularly during business hours. However, as explained in Section 2.14, the employment growth associated with the Project would fall well within projections for the City, is not substantial, and has been accounted for in local and regional planning efforts. As such, the additional employees associated with the Project would not substantially alter the proceedings of the City's emergency response plan or evacuation plan.

Furthermore, the Proposed Project would not introduce any physical obstructions or impairments to emergency response or evacuation. The Los Angeles County Fire Department would review the Proposed Project plans to ensure adequate emergency access in and around the site as part of the building plan check process. The plans would be adjusted in the event that the fire department identifies any deficiencies in access that could preclude emergency evacuation or emergency response. In the event of a disaster during Project construction or operation, the City's emergency plans would proceed in a similar fashion with or without the Proposed Project. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

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

Less Than Significant Impact. The Project Site is not within a Very High Fire Hazard Severity Zone (VHFHSZ). At its closest point, the nearest VHFHSZ is located approximately 6 miles southwest of the Project Site within the cities of Palos Verdes Estates and Rolling Hills Estates (CAL FIRE 2022a). As such, the Project Site is not within a VHFHSZ and is separated from the VHFHSZ by freeways, major roadways and miles of urban and suburban development. In the unlikely event of a fire emergency at the Project Site due to wildland fires, the Los Angeles County Fire Department (specifically Fire Station No. 158, located 0.8 miles north of the Project Site), would provide fire protection services. Due to the urbanized nature of the area and the provision of nearby firefighting protection services, implementation of the Proposed Project is not anticipated to expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

# 2.10 Hydrology and Water Quality

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. HYDROLOGY AND WATER QUALITY** – Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water 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; or | ☒ | ☐ | ☐ | ☐ |
| 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? | ☒ | ☐ | ☐ | ☐ |

*a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

### Surface Water Quality

Less Than Significant Impact. Short-term construction activities for the Proposed Project would have some potential to affect the quality of stormwater discharged from the Project Site. Land disturbance activities could result in erosion and sedimentation (particularly during a rain event). Because on-site soils have the potential to be contaminated, soils that are carried off site during a storm could introduce pollutants to the runoff. Spills or leaks of petroleum products used by construction equipment could also affect the quality of stormwater. Such discharges would have the potential to violate water quality standards or waste discharge requirements, resulting in a potentially significant impact. However, the construction contractor would be required to comply with a number of regulatory requirements that would minimize the potential for water pollutants to exit the construction disturbance areas. One such requirement is the Construction General Permit, which requires preparation and compliance with a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include erosion control measures such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. Additionally, the construction contractor would be required to implement a Soil Management Plan that has been reviewed and approved by the California Department of Toxic Substances Control (DTSC). This plan would include measures that would prevent soils from leaving the Project Site as part of stormwater runoff. In addition to implementation of the SWPPP and the Soil Management Plan, standard site management practices and typical equipment maintenance would generally preclude leaks and spills of a magnitude that would adversely affect stormwater runoff. As such, potential water contaminants would be confined to the construction disturbance areas to the extent practicable, thereby minimizing potential adverse effects to surface water quality.

The majority of the Project Site is currently paved or covered with a geosynthetic material. However, after construction, the Project Site would be covered with buildings, hardscape, and landscape, and the percentage of the Project Site that is impervious would increase. Increased imperviousness has the potential to increase stormwater runoff volumes. The majority of the Project Site is currently vacant and fenced off from access. Stormwater runoff from urban development also has the potential to carry pollutants associated with the development, such as trash, spilled or leaked chemicals (e.g., cleaning products) and gasoline leaks from vehicles. As such, development of the Project Site has the potential to increase runoff volumes and/or runoff pollutants, such that water quality standards could be violated, resulting in a potentially significant impact. The City is a co-permittee under the "Waste Discharge Requirements for Municipal Storm Water and Urban Runoff Discharges within the County of Los Angeles" issued by the Los Angeles Regional Water Quality Control Board, which also serves as the Federal Clean Water Act National Pollutant Discharge Elimination System (NPDES) Permit and the Waste Discharge Requirements (WDRs) under the California Municipal NPDES Permit. As a new development, design and operation of the Proposed Project would be subject to the requirements of the City's Storm Water Management and Discharge Control Ordinance, including Low Impact Development (LID) structural and

nonstructural Best Management Practices (BMPs) and source control BMPs. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

### Groundwater Quality

Potentially Significant Impact. Groundwater is located as shallow as 15 feet below ground surface (bgs) at the Project Site (Geosyntec 2021). The site is primarily a fill site with limited excavation. However, during construction, the Project Site would be excavated to a depth of approximately 12 feet for utility trenching. As such, groundwater is not expected to be encountered during construction. The required SWPPP and standard site management practices, which would include spill prevention and cleanup guidelines, would protect groundwater from contamination by construction activities. The presence of an underground storage tank or the removal of an underground storage tank could also present a potential threat to groundwater quality during construction. While no underground storage tanks are expected to be present within the Project Site, in the unlikely event that they are found during excavation, potentially contaminated materials would be removed in accordance with all applicable federal, state, and local regulations. Therefore, underground storage tanks would not pose a significant hazard to groundwater quality.

During operations, groundwater quality would likely be protected, as the entire Project Site would be covered by the impervious structures and paving, preventing urban runoff pollutant intrusion into the groundwater system.

*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?*

### Groundwater Use

Less Than Significant Impact. The Proposed Project would not include construction of any groundwater wells and, thus, would not directly use groundwater. The Proposed Project would increase water demand relative to existing conditions. Water would be used for dust control during construction, and operation of the Proposed Project would require water for landscaping irrigation and standard building operations. Water for construction and operation would be obtained from the municipal water service, which is provided by the Golden State Water Company. The water provided by Golden State Water Company is a blend of groundwater pumped from the West Coast and Central Groundwater Basins and imported water from the Colorado River Aqueduct and State Water Project through the Metropolitan Water District of Southern California (Golden State Water Company 2022). The Project Site is located within the West Coast Groundwater Basin, with the Bellflower Aquiclude directly beneath the site between 15 and 25 feet (Zone A, upper) and 75 and 80 feet (Zone B, lower) below ground surface (bgs). The Bellflower Aquiclude is not generally used for beneficial purposes due to low quality and low yield (Geosyntec 2021). Below the Bellflower Aquiclude are the Gardena and/or Gage Aquifers of the Lakewood Formation and the major underlying aquifers are the Lynwood and Silverado Aquifers of the San Pedro Formation. The Gardena/Gage, Silverado and Lynnwood Aquifers all constitute major sources of groundwater in the West Coast Groundwater Basin. However, the Gardena and Gage Aquifers are currently

not pumped for domestic use (Geosyntec 2021). Because none of the shallower groundwater underlying the site is currently pumped, development of the Proposed Project would not alter or affect planned groundwater pumping volumes. Plans for groundwater pumping and improvements are currently underway and would proceed with or without the Proposed Project. For these reasons, development of the Proposed Project would not substantially utilize groundwater supplies such that the Project would impede sustainable groundwater management. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

### Groundwater Recharge

Potentially Significant Impact. Under existing conditions, approximately 75 percent the Project Site is paved. The Proposed Project would increase the imperviousness of the Project Site to some degree. Developing an existing pervious area has the potential to interfere with groundwater recharge, as water can no longer percolate through the Project Site. Development of the Proposed Project would generally preclude percolation from occurring at the Project Site. As such, this topic will be further discussed in the EIR.

*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. The Project Site does not contain any streams or rivers. As such, no streams or rivers would be altered by the Proposed Project. However, ground disturbance during construction would have the potential to result in erosion or siltation on or off site, as exposed soils could enter stormwater runoff, resulting in erosion and/or siltation in the Dominguez Channel, or could be eroded in a wind event. As discussed under Section 2.10(a), all construction activities would be required to comply with a SWPPP and a Soil Management Plan. Implementation of these required plans would protect exposed soils from erosion during construction. During operations, the amount of impervious surfaces and urban land uses on the Project Site would increase. As such, the rate and volume of urban stormwater runoff, which is directed to the Dominguez Channel, could increase from the site. However, the design and operation of the Project would be required to adhere to LID standards (as described under Section 2.10(a)), ensuring that the volume and rate of stormwater runoff from the Project Site would be minimized to the extent feasible. As such, the Proposed Project would not have the potential to result in substantial erosion or siltation on or off site. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

*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. The Project Site does not contain any streams or rivers. As such, no streams or rivers would be altered by the Proposed Project. As discussed under Section 2.10(a), Proposed Project construction would be required to comply with a SWPPP. Implementation of the SWPPP would control runoff from the site during construction and

would minimize the potential for flooding to occur on or off site. During operations, the amount of impervious surfaces on the Project Site would increase. As such, the rate and volume of urban stormwater runoff could increase from the Project Site, which could lead to flooding on or off site. However, the design and operation of the Project would be required to adhere to LID standards (as described under Section 2.10(a)), ensuring that the rate and volume of runoff from the Project Site would be minimized to the extent feasible. Implementation of LID features would reduce the potential for the Project to cause flooding. Through compliance with the stormwater management requirements described above, the Proposed Project would not result in substantial flooding on or off site. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

*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?*

Potentially Significant Impact. Surface water at the Project Site generally flows north and east where it is intercepted by a flood control storm drain located in the northeast corner of the Project Site adjacent to the intersection of Artesia Boulevard and Normandie Avenue (Geosyntec 2021). From there, surface water flows to the Dominguez Channel.

During construction, implementation of the required SWPPP is expected to limit stormwater runoff volumes from the site, as well as potential construction-related runoff pollutants. Implementation of the SWPPP would generally preclude stormwater contaminants (e.g., soils or spilled chemicals) from exiting the construction area. During operations, the Project would be designed and operated in compliance with LID requirements. Compliance with LID requirements would reduce stormwater runoff volumes and runoff rates. Compliance with LID requirements would also reduce stormwater pollutants and/or prevent pollutants from entering the stormwater drainage system. Required compliance with a SWPPP and LID provisions is expected to ensure that the Proposed Project would not result in exceedances of the stormwater drainage system or result in substantial additional sources of polluted runoff. However, as part of Project planning and design, a stormwater infrastructure capacity study will be conducted, and the findings will be presented in the EIR. As such, discussion of this topic as it relates to the capacity of existing utilities will be provided in the EIR.

*iv) Impede or redirect flood flows?*

No Impact. The Project Site does not contain any streams or rivers having the potential to be altered by the Proposed Project. The Project Site is located within a highly urban area and is located outside of the 100-year and 500-year flood hazard zones (DWR 2022). As such, the Proposed Project would not impede or redirect flood flows. Therefore, no impacts associated with impeding or redirecting flood flows would occur. This issue will not be further analyzed in the EIR.

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

Less Than Significant Impact. As stated in Section 2.10(c)(iv), the Project Site is not located in the 100-year or 500-year floodplain (DWR 2022). As such, hazards related to flooding would not be expected. Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption. Tsunamis affect low-lying areas along the coastline. The Project Site is located approximately 6.25 miles east of the Pacific Ocean and inland enough that it would not be affected by a potential tsunami. Seiches affect enclosed or semi-enclosed bodies of water such as bays, lakes, and harbors. The Proposed Project is not in the vicinity of such a water body. As such, the Project area would not be susceptible to inundation by tsunami or seiche. Impacts would be less than significant, and this issue will not be further evaluated in the EIR.

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

Potentially Significant Impact. Water quality control plans are designed to preserve and enhance water quality and protect the beneficial uses of all downstream water bodies. The federal Clean Water Act requires states to adopt water quality standards for water bodies. Water quality standards consist of designated beneficial uses for a particular water body, along with water quality criteria necessary to support those uses. Water quality criteria are set concentrations or levels of constituents. When designated beneficial uses of a particular water body are being compromised by water pollution, Section 303(d) of the Clean Water Act requires identifying and listing that water body as "impaired." Once a water body has been deemed impaired, a total maximum daily load (TMDL) must be developed for each impairing water quality constituent. Water quality for all surface water and groundwater within the greater Los Angeles area is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). Water quality standards for all waters in the region are discussed in the region's Basin Plan.

The Project Site is immediately adjacent to the Dominguez Channel of the Dominguez Channel Watershed, which is regulated under the Dominguez Channel and Greater Los Angeles and Long Beach Waters Toxic Pollutants TMDL. As described above, the Proposed Project would generate water quality pollutants typical of commercial and industrial uses. Such pollutants would include sediments, trash and debris, spilled or leaked chemicals, nutrients, pesticides, oil, grease, and metals. Compliance with the City's Stormwater Management Program and implementation of construction BMPs would minimize the potential for such pollutants to exit the Project Site as runoff contaminants. Upon compliance with applicable requirements, the Proposed Project would not be expected to conflict with plans and policies for the protection of the Dominguez Channel Watershed.

Other water quality control plans pertaining to the Project also include LID requirements. As previously discussed under Section 2.10(a), the Proposed Project would comply with LID requirements and would also be required to comply with other applicable municipal code requirements pertaining to water quality. As a result, the Proposed Project is not expected to conflict with or obstruct implementation of a water quality control plan.

A sustainable groundwater management plan, also known as a groundwater sustainability plan, demonstrates management and use of groundwater in a manner that can be maintained during a planning and implementation horizon without causing undesirable results. Water to be consumed by the Project would be provided by the City, which includes groundwater pumped from the West Coast and Central Groundwater Basins and imported water from the Colorado River Aqueduct and State Water Project. California's Department of Water Resources has designated the West Coast and Central Basins as having very low priority regarding enacting a Groundwater Sustainability Plan (CDWR 2022). However, this does not preclude a Groundwater Sustainability Plan from being developed. In the event that a Groundwater Sustainability Plan were to be prepared for the West Coast or Central Groundwater Basins, the City would be subject to compliance with the plan(s). Groundwater pumping would be limited by the capacity of the groundwater wells, and not by water demand. Based on these limitations and continued groundwater monitoring, implementation of the Project would not substantially deplete groundwater supplies such that sustainable management of the groundwater basins would be impeded. Furthermore, the Proposed Project would not change the groundwater pumping plans of the City. However, as described in Section 2.10(b), the Proposed Project would increase the imperviousness of the Project Site. This issue will be further discussed in the EIR as it relates to groundwater recharge. As such, while the Proposed Project is not expected to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, this topic will be further discussed in the EIR, particularly in relation to groundwater recharge.

## 2.11 Land Use and Planning

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. LAND USE AND PLANNING** – Would the project: | | | | |
| 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? | ☒ | ☐ | ☐ | ☐ |

### *a) Would the project physically divide an established community?*

Less Than Significant Impact. The Project Site is bound by an existing, major roadway (Artesia Boulevard) to the north, a rail line and major roadway (Normandie Avenue) to the east and the Dominguez Channel to the south. A large portion of the Project Site is vacant and fenced off from access. The Project Site contains one residential property along the southern

side, adjacent to the Dominguez Channel which is currently accessible only by an unnamed alleyway running along the western edge of the Project Site. Under existing conditions, this residence is highly isolated due to its location. The Proposed Project would not further isolate this residence should it remain after construction of the Proposed Project. As such, this property does not represent physical connections within an established community. Furthermore, the Proposed Project does not include features such as a new highway, new aboveground infrastructure, or an easement through an established neighborhood, which are features that may result in physical divisions within a community. For these reasons, the Proposed Project's impacts would be less than significant. This issue will not be further analyzed in the EIR.

***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?***

Potentially Significant Impact. The City has numerous land use policies and regulations that have been adopted to avoid or mitigate environmental effects. As described throughout this Initial Study, the Proposed Project may result in potentially significant environmental impacts, depending on the results of more detailed technical analyses that will be presented in the Project's EIR. As such, the analyses in the EIR will demonstrate whether the Project may potentially conflict with land use plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, further analysis of this issue will be provided in the EIR.

## 2.12 Mineral Resources

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. MINERAL RESOURCES** – Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| 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? | ☐ | ☐ | ☐ | ☒ |

*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 Division of Mines and Geology (renamed the California Geological Survey in 2006) has mapped the Project Site as Mineral Resources Zone 1 for aggregate resources. Mineral Resource Zone 1 is a designation given to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence (Division of Mines and Geology 1979). The State Division of Mines and Geology has not designated any land within the City as state classified mineral resource deposit areas and no areas are designated for mineral extraction in the City's General Plan (City of Gardena 2006b).

According to the California Geologic Energy Management Division (CalGEM), there are no oil, gas, geothermal, or other known wells located on the Project Site and the Project Site is not within a known oil or gas field. The nearest well is an idle well approximately 0.1 mile southeast of the Project Site across the Dominguez Channel (CalGEM 2022). As such, development of the Proposed Project would not interfere with any existing or previous oil drilling activities within the Project Site. Furthermore, the Project Site is located adjacent to residential and commercial uses. Due to these surrounding land uses, future development of oil drilling at the Project Site is not expected to be practicable. As such, the Project Site does not currently support mineral extraction activities, nor would it be expected to support such activities in the future. As such, no impact would occur, and this issue will not be further analyzed in the EIR.

*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. There are no areas are designated for mineral extraction in the City's General Plan (City of Gardena 2006b). As such, the City has not delineated a specific mineral resource recovery site on the Project Site, and the Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur, and this issue will not be further analyzed in the EIR.

# 2.13 Noise

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIII. NOISE** – Would the project result in: | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |

***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?***

Potentially Significant Impact. Implementation of the Proposed Project would result in two primary types of potential noise impacts: short-term (i.e., temporary) noise during construction and long-term noise during operation. There are sensitive receptors (residences) located immediately to the west and south of the Project Site. These land uses could be impacted by noise from Project construction and operation. The EIR will quantify the anticipated noise increases that could be associated with Proposed Project construction and operation and will evaluate potential impacts to nearby sensitive receptors utilizing methodology and established noise level requirements within the Gardena Municipal Code noise regulations and within the City's Noise Plan of the General Plan Community Safety Element. As such, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. Operation of certain types of construction equipment can cause vibrations that spread through the ground and diminish in strength with distance. There are a variety of vibration-sensitive receptors within the vicinity of the Project Site, including residential uses immediately adjacent to the Project Site. The EIR will quantify the anticipated vibration that could be produced by the Project and will evaluate potential impacts to nearby sensitive receptors, including any potential historic resources that could adversely be affected by construction vibration. As such, this issue will be further analyzed in the EIR.

*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 nearest public airports to the Project Site are the Compton/Woodley Airport and the Hawthorne Municipal Airport, located approximately 3.1 miles northeast and 3.7 miles northwest of the Project Site, respectively. The Los Angeles International Airport is also located approximately 6.5 miles northwest of the Project Site. According to the Los Angeles County Airport Land Use Commission, the Project Site is located outside of the airport land use plan (Los Angeles County Airport Land Use Commission 2014). As such, the Project Site is not located within 2 miles of a public airport or within an airport land use plan. Additionally, the Project Site is not located within the vicinity of a private airstrip. Therefore, the Proposed Project would not expose people residing or working in the Project area to excessive noise levels related to aircraft use. No impacts would occur, and this issue will not be further analyzed in the EIR.

## 2.14 Population and Housing

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIV. POPULATION AND HOUSING** – Would the project: | | | | |
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | ☐ | ☐ | ☒ | ☐ |

*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 not involve development of residences and would not, therefore, have the potential to result in direct population growth by expanding the residential population of the City. Additionally, the Proposed Project would not develop new infrastructure, such as the extension of roads or utility services, that could encourage or facilitate population growth. Rather, the Proposed Project would involve developing a single structure and associated parking for industrial/distribution, office/retail and self-storage uses. As such, the Proposed Project would lead to an increase in employment opportunities within the City. Based on the square footage of different uses that would be developed, the Project Site is expected to support approximately 40 employees. This figure is based on conversations with the Applicant, who has developed numerous self-storage facilities, and the Applicant's discussions with potential lessees of the commercial and industrial properties. The employment growth associated with the Proposed Project is analyzed further below.

### Employment Growth

The Demographics and Growth Forecast technical report in SCAG's 2020–2045 RTP/SCS shows population, housing, and employment growth projections for the City. According to this report, the City had 29,300 jobs in 2016 and is expected to accommodate 32,100 jobs by 2045 (SCAG 2020), an increase of approximately 2,800 jobs. The Proposed Project is expected to be operational around October 2025. Assuming that the City keeps pace with SCAG's growth projections and that growth is evenly divided across the planning horizon (approximately 96.5 jobs per year), the City is expected to experience an increase of approximately 193 jobs between the time of this writing (2022) and the time of Project buildout (2024). The employment provided by the Proposed Project upon Project buildout would fall within these projections. Assuming that the Proposed Project would accommodate new businesses in the City (as opposed to businesses that relocate from elsewhere in the City), the Project is expected to create approximately 40 new jobs in the City. This growth equates to approximately 1.4% of the total employment growth that is projected to occur between 2020 and 2045 and approximately 21% of the growth that is expected to occur between the time of this writing (2022) and the Project's anticipated buildout year (2024). As

such, employment growth associated with the Proposed Project would fall within the previous and current growth projections for the City. This indicates that the Proposed Project would not outpace regional infrastructure, since the SCAG RTP/SCS is used for local and regional planning purposes.

Proposed Project construction would also temporarily increase employment in the City. However, given the relatively common nature of the proposed construction activities, the demand for construction employment would likely be met within the existing and future labor market in the City and in the surrounding metropolitan area. If construction workers live outside of the City, these workers would likely commute during the temporary construction period.

### Residential Growth

Because the Proposed Project would be located in a developed area within Los Angeles County that has close access to major freeways, it is anticipated that jobs created by the Proposed Project would be filled by existing City residents or by residents of neighboring cities. In the event that some of the new employees relocate to the City upon obtaining a job at the Project Site, this would result in minor to negligible population growth. Even in the unlikely event that all new employees moved to the City along with an average-sized household, the resulting residential population growth would fall well within population growth projections for the City. The average household size in the City is 2.9 people per household (SCAG 2020). As such, one household each for 40 employees would equate to a total population growth of 116 people. According to SCAG's 2020–2045 RTP/SCS, the City had a population of 60,600 people in 2016 and will grow to 65,700 in 2045, an increase of 5,100 people (SCAG 2020). As such, in the unlikely event that all Project employees and their households relocated to the City, the resulting population growth of 116 people would fall well within population growth projections for the City.

In conclusion, the Project would result in employment growth within the City. However, this employment growth would fall within job growth projections for the City and would not be expected to lead to substantial population growth. For these reasons, impacts would be less than significant. This issue will not be further analyzed in the EIR.

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

Less than Significant Impact. The Proposed Project site currently contains one residential property. No households will be displaced. The City recently adopted its 6th Cycle Housing Element which has been approved by the California Department of Housing and Community Development. Additionally, the City has undertaken a Land Use Update and Rezoning Program which increased new housing development opportunities within the City in accordance with the Housing Element and will address the City's housing needs as identified by SCAG's Regional Housing Needs Assessment (RHNA). For these reasons, impacts would be less than significant. This issue will not be further analyzed in the EIR.

# 2.15 Public Services

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XV. PUBLIC SERVICES** | | | | |
| 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? | ☐ | ☐ | ☒ | ☐ |
| Police protection? | ☐ | ☐ | ☒ | ☐ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☒ | ☐ |
| Other public facilities? | ☐ | ☐ | ☒ | ☐ |

*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, rescue services, and emergency medical (paramedic) services in the City are provided by the Los Angeles County Fire Department (LACoFD). The closest fire station to the Project Site is Fire Station No. 158, located 0.8 miles north of the Project Site. As discussed in Section 3.14, Population and Housing, the Project would not include housing that would result in a direct increase in the City's population to be served by LACoFD. However, the Project would result in the net increase of approximately 255,936 square feet of commercial space on a largely vacant site. As such, Project implementation would increase the building area and use of the Project Site when compared to existing conditions, thereby increasing the demand for LACoFD services.

The proposed commercial uses would be expected to generate a range of fire service calls similar to what occurs under existing conditions in the vicinity of the Project Site. The Project would not include any unique hazardous uses, such as industrial facilities, that use or generate large quantities of hazardous and/or toxic materials that could pose an extreme risk of serious accident or fire at the Project Site. The types of fires that could potentially occur within the Project Site would be adequately suppressed with the fire equipment found at the fire stations nearest the Project Site. Additionally, the Project would be required to comply with

the California Fire Code, Universal Building Code, and LACoFD standards, including specific construction specifications, access design, location of fire hydrants, and other design requirements. Compliance with applicable regulatory requirements, including LACoFD's fire/life safety plan review and demonstrating that adequate fire flow exists, per approval by the Public Works Department, would ensure that adequate fire prevention features would be incorporated into the Project that would reduce the demand on LACoFD facilities and equipment resulting from Project construction and operation.

Therefore, the Project would not require the addition of a new fire station or new fire protection services, the construction and/or expansion of which could result in environmental impacts. Operation of the Project would not result in substantial adverse physical impacts associated with the provision of new or expanded fire services in order to maintain acceptable fire protection services at the Project Site. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

*Police protection?*

Less Than Significant Impact. Police protection services in the City are provided by the Gardena Police Department (GPD). Protection services include emergency and non-emergency police response, route police patrols, investigative services, traffic enforcement, traffic investigation, and parking code enforcement. The police station is located at 1718 West 162nd Street, approximately 0.75 mile north of the Project Site.

As discussed in Section 2.14, Population and Housing, the Project would not include housing that would result in a direct increase in the City's population to be served by GPD. However, a portion of the Project site is currently undeveloped and periodically occupied by non-confirming and/or illegal uses that result in a notable amount of calls for GPD services. Since 2016, there have been 20 code enforcement cases opened, with several listed violations, for the Project site, including a hazardous conditions case that ended in red tagging the building While the proposed Project would result in an intensified use of the Project Site, the Project would incorporate security features to reduce the demand for police protection services. These features would include sufficient lighting throughout the Project Site to ensure safety and visibility with illuminated entryways, walkways and closed-circuit television monitoring.

Overall, the intended uses of the Project site upon buildout (i.e., storage and warehouse uses) are uses that would not generate high demand for or notably increase service calls for police protection. Therefore, the Project would not require the addition of a new police station or new police protection services, the construction and/or expansion of which could result in environmental impacts. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

*Schools?*

Less Than Significant Impact. The City is served by the Los Angeles Unified School District (LAUSD). The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause schools to be constructed or existing schools to be expanded. The Proposed Project does not include a residential

component and is not expected to substantially increase the residential population of the City (see Section 2.14). Nonetheless, as required by Senate Bill 50, the Project Applicant would be required to pay development fees for schools to LAUSD prior to the issuance of a building permit. Pursuant to Government Code Section 65995, the payment of school development fees is considered mitigation for any potential school service-related impacts. As such, the Proposed Project is not expected to cause increases in demand for school facilities such that new or expanded facilities would be needed. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

*Parks?*

Less Than Significant Impact. Physical deterioration of park facilities is usually caused by overuse due to a lack of additional/alternative facilities to accommodate population growth. The Proposed Project would not include the construction of any infrastructure or housing that would directly or indirectly induce significant population growth, as explained in Section 2.14. While employees at the Project Site could use nearby parks, including Arthur Lee Johnson Memorial Park and Gardena Willows Wetland Preserve, located approximately 0.25-mile northeast of the Project Site, they would be expected to primarily use parks near to their place of residence. As such, development of the Proposed Project is not expected to result in increased demands to park facilities such that new or expanded facilities would be required. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

*Other public facilities?*

Less Than Significant Impact. Other public facilities and services provided within the City include library services and City administrative services. Library services are provided at the Mayme Dear Library, which is approximately 0.75 mile north of the Project Site. Increased use of library services is generally associated with an increase in residents. While the employees of the Proposed Project could use the local library services, employees are generally expected to primarily use libraries near their place of residence. City administrative services are provided at Gardena City Hall, which is also located approximately 0.75 mile north of the Project Site. Similar to library services, employees are expected to use City administrative services near their place of residence. As such, development of the Proposed Project is not expected to result in increased demands to other public facilities (such as library services or City administrative services) such that new or expanded facilities would be required. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

# 2.16 Recreation

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVI. RECREATION** | | | | |
| 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? | ☐ | ☐ | ☐ | ☒ |

***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?***

The Less Than Significant Impact. Physical deterioration of park facilities is usually caused by overuse due to a lack of additional/alternative facilities to accommodate population growth. The Proposed Project would not include the construction of any infrastructure or housing that would directly or indirectly induce significant population growth in the surrounding area, as explained in Section 2.14. While employees at the Project Site could use nearby parks and recreational areas, including Arthur Lee Johnson Memorial Park and Gardena Willows Wetland Preserve, located approximately 0.25-mile northeast of the Project Site, they would be expected to primarily use parks near to their place of residence. As such, development of the Proposed Project would not result in substantial deterioration of existing parks or recreational facilities, and impacts would be less than significant. This issue will not be further analyzed in the EIR.

***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?***

No Impact. The Proposed Project does not include recreational facilities and as described in (a) above, would not induce population growth that could increase demand for recreational facilities such that recreational facilities would need to be constructed or expanded. The Proposed Project would have no impact related to construction or expansion of recreational facilities. This issue will not be further analyzed in the EIR.

# 2.17 Transportation

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVII. TRANSPORTATION** – Would the project: | | | | |
| 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)? | ☒ | ☐ | ☐ | x☐ |
| d) Result in inadequate emergency access? | ☐ | ☐ | ☒ | ☐ |

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

Potentially Significant Impact. The Proposed Project includes the construction and operation of a 268,000 square foot building containing industrial/warehouse, office/retail and self-storage uses. Project-generated traffic during construction would include worker-related commuter trips, trucks used for delivering construction equipment, and trucks used for delivering and hauling construction materials and wastes. Project-generated traffic during operation would include employee-related vehicle trips and vehicle trips associated with loading/delivery trucks. The trips generated as a result of the Proposed Project have the potential to conflict with City policies for the circulation system. As such, a transportation study will be prepared as part of the EIR and will include an analysis of potential conflicts with applicable plans and policies addressing the circulation system. Therefore, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. CEQA Guidelines Section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, facilitating a shift

from the use of level of service (LOS) to evaluate the impacts of traffic and transportation on the environment. VMT is the amount and distance of automobile travel attributable to a project, while LOS is a measure of intersection and roadway operations based on vehicle delay and congestion. CEQA Guidelines Section 15064.3(b) describes specific considerations for evaluating the transportation impacts for several categories of development and is divided into subsections addressing land use projects, transportation projects, and projects warranting qualitative traffic analysis. For land use projects, Section 15064.3(b) states that "VMT exceeding an applicable threshold of significance may indicate a significant impact." Additionally, the City has adopted its own local CEQA thresholds of significance for transportation impacts and local transportation assessment guidelines (City of Gardena 2020). Further studies are required to determine whether the Project may result in VMT that exceeds the City's local thresholds. As such, this issue will be further analyzed in the EIR.

*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)?*

No Impact. The Proposed Project would include self-storage, industrial warehouse and office/retail uses. The Project would not include any offsite traffic improvements that could increase hazards, nor would operations involve any incompatible uses. This issue will not be further analyzed in the EIR.

*d) Would the project result in inadequate emergency access?*

Less Than Significant Impact. The City has developed an Emergency Operations Plan (EOP) to facilitate emergency management. The EOP addresses the planned response to extraordinary emergency situations associated with natural disasters, technological incidents and national security emergencies. It establishes emergency organizations, assigns tasks, specifies policies and procedures and is designed to include the City in the California Standardized Emergency Management System (SEMS) (City of Garden 2006a). The City's police department also administers the Gardena Community Emergency Response Training (CERT) program, which trains residents to assist safety personnel and City staff in the event of a major disaster (Gardena Police Department 2022).

The construction and operation of the Proposed Project is not anticipated to interfere with emergency preparedness initiatives or with responses to an emergency. Furthermore, the Proposed Project's design and operations would be required to adhere to applicable aspects of the EOP. As such, the Proposed Project would not obstruct or interfere with implementation of the City's EOP. Rather, the plans would proceed in a similar manner with or without the Project.

The City's disaster route map identifies Artesia Boulevard as a disaster route (LADPW 2008). However, the Proposed Project does not include any improvements within Artesia Boulevard. Additionally, any construction impacts to traffic flow along Artesia Boulevard, such as during large equipment delivery, would be temporary in nature and would be controlled via standard construction best management practices, which include construction traffic control measures. As such, Project construction is not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

During operations, the Project would increase the number of people present on the Project Site relative to existing conditions. The Project would therefore result in an incremental increase in the number of people who would need to evacuate and/or receive emergency services, particularly during business hours. However, as explained in Section 2.14, the employment growth associated with the Project would fall well within projections for the City, is not substantial, and has been accounted for in local and regional planning efforts. As such, the additional employees associated with the Project would not substantially alter the proceedings of the City's emergency response plan or evacuation plan.

Furthermore, the Proposed Project would not introduce any physical obstructions or impairments to emergency response or evacuation. The Los Angeles County Fire Department would review the Proposed Project plans to ensure adequate emergency access in and around the site as part of the building plan check process. The plans would be adjusted in the event that the fire department identifies any deficiencies in access that could preclude emergency evacuation or emergency response. In the event of a disaster during Project construction or operation, the City's emergency plans would proceed in a similar fashion with or without the Proposed Project. Impacts would be less than significant, and this issue will not be further analyzed in the EIR.

## 2.18 Tribal Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. TRIBAL CULTURAL RESOURCES** | | | | |
| 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: | | | | |
| a) 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 | ☒ | ☐ | ☐ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | ☒ | ☐ | ☐ | ☐ |

***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:***

***a) 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)?***

Potentially Significant Impact. The Project would involve ground-disturbing activities that could have the potential to disturb tribal cultural resources, in the event that any are present within areas of ground disturbance. A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed in February of 2022, the results of which were negative. However, at the request of the NAHC, outreach to local tribes has been undertaken. These tribes include the Gabrieleno Band of Mission Indians – Kizh Nation, the Gabrieleno/Tongva San Gabriel Band of Mission Indians, the Gabrielino/Tongva Nation, the Gabrielino Tongva Indians of California Tribal Council, the Gabrielino-Tongva Tribe, the Santa Rosa Band of Cahuilla Indians, and the Soboba Band of Luiseno Indians. Only the Kizh Nation responded and the City is in the process of consultation with the Tribe. If any issues related to tribal cultural resources are identified as a result of the City's ongoing outreach activities, this issue will be further discussed in the EIR. If no tribal cultural resources are identified, no further analysis will be required.

*b) 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.*

Potentially Significant Impact. See the discussion in Section 2.18(a).

## 2.19 Utilities and Service Systems

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIX. UTILITIES AND SERVICE SYSTEMS** – Would the project: | | | | |
| 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? | ☒ | ☐ | ☐ | ☐ |

*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?*

Potentially Significant Impact. The Proposed Project would include installation of new utility connections to the City's existing utility infrastructure. This would involve installing connections to existing water lines and sewer lines within Artesia Boulevard, installing stormwater drainage infrastructure within the Project Site that connects to existing infrastructure within the surrounding roadways, and installing connections to existing electrical, gas, and telecommunications lines. These utility improvements are expected to occur within the Project Site and along the Project Site's immediate street frontages and would involve trenching within Artesia Boulevard. These improvements are considered part of the Project's construction activities. As such, the construction effects of installing these improvements are evaluated in the construction analysis within this Initial Study. As described throughout this Initial Study, some construction-related effects (e.g., air quality, noise, and transportation) require further analysis in the EIR. Thus, potential effects of utility improvements will be further evaluated as part of the construction analysis in the EIR.

There are existing utility lines within and adjacent to the Project Site. These existing lines would be protected in place during construction or relocated if necessary. Any relocations would be accommodated within the Project footprint and would not involve additional areas of construction or excavation beyond what will be analyzed as part of the Proposed Project's construction scenario. As described throughout this Initial Study, some construction-related effects (e.g., air quality, noise, and transportation) require further analysis in the EIR. Thus, potential effects of utility relocations will be further evaluated as part of the construction analysis in the EIR.

The Proposed Project would represent an intensification of use on the Project Site compared to existing conditions. Project operation would increase consumption of water, natural gas, and electricity and would increase on-site wastewater generation. It is currently unknown whether existing facilities can accommodate the increases in demand that would be associated with the Proposed Project. The EIR will present an analysis of the Project's utility demands and will compare these demands to the capacities of existing facilities. As such, the Project's potential need for new or expanded facilities will be further analyzed in the EIR.

*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?*

Potentially Significant Impact. The Proposed Project would represent an increased intensity of use at the Project Site, which would generate an increase in on-site water use. The EIR will include an evaluation of whether the Project water demands are anticipated and accounted for within the adopted Urban Water Management Plan. As such, further analysis will be presented in the EIR to determine the sufficiency of existing water supplies relative to anticipated Project demands. Therefore, this issue will be further analyzed in the EIR.

*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?*

Potentially Significant Impact. Because the Proposed Project would increase the intensity of use at the Project Site, Project operation would increase on-site wastewater generation. Further analysis will be presented in the EIR to determine the sufficiency of existing wastewater treatment facilities, and more specifically, the Los Angeles County Sanitation District Joint Water Pollution Control Plant, relative to anticipated Project demands. As such, this issue will be further analyzed in the EIR.

*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?*

Potentially Significant Impact. The Proposed Project would increase the intensity of use at the Project Site, which would increase solid waste generation compared to existing conditions during both construction and operation. While Project construction and operation would not be expected to generate sufficient solid waste such that regional landfill capacity would be impacted, the EIR will study the Proposed Project's anticipated solid waste generation during both construction and operation relative to landfill capacity and its consistency with applicable solid waste reduction standards and goals. As such, this issue will be further analyzed in the EIR.

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

Potentially Significant Impact. As stated in (d) above, the EIR will evaluate the Proposed Project's consistency with applicable solid waste reduction standards and goals.

## 2.20 Wildfire

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XX. WILDFIRE** – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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? | ☐ | ☐ | ☐ | ☒ |

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

No Impact. The Proposed Project Site is not located within a state responsibility area and there are no state responsibility areas in the vicinity of the Project Site. The nearest state responsibility areas are located approximately 20 miles northeast of the Project Site, in the Puente Hills (CAL FIRE 2022b). As described in Section 2.9(g), the Project Site is also not within a VHFHSZ. At its closest point, the nearest VHFHSZ is located approximately 6 miles southwest of the Project Site within the cities of Palos Verdes Estates and Rolling Hills Estates (CAL FIRE 2022a). Therefore, the assessment of potential wildfire impacts of the Proposed Project is not required. No impact would occur, and this issue will not be further analyzed in the EIR.

*b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

No Impact. The Proposed Project Site is not located within a state responsibility area and there are no state responsibility areas in the vicinity of the Project Site. The nearest state responsibility areas are located approximately 20 miles northeast of the Project Site, in the

Puente Hills (CAL FIRE 2022b). As described in Section 2.9(g), the Project Site is also not within a VHFHSZ. At its closest point, the nearest VHFHSZ is located approximately 6 miles southwest of the Project Site within the cities of Palos Verdes Estates and Rolling Hills Estates (CAL FIRE 2022a). Therefore, the assessment of potential wildfire impacts of the Proposed Project is not required. No impact would occur, and this issue will not be further analyzed in the EIR.

*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 Proposed Project Site is not located within a state responsibility area and there are no state responsibility areas in the vicinity of the Project Site. The nearest state responsibility areas are located approximately 20 miles northeast of the Project Site, in the Puente Hills (CAL FIRE 2022b). As described in Section 2.9(g), the Project Site is also not within a VHFHSZ. At its closest point, the nearest VHFHSZ is located approximately 6 miles southwest of the Project Site within the cities of Palos Verdes Estates and Rolling Hills Estates (CAL FIRE 2022a). Therefore, the assessment of potential wildfire impacts of the Proposed Project is not required. No impact would occur, and this issue will not be further analyzed in the EIR.

*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 Site is not located within a state responsibility area and there are no state responsibility areas in the vicinity of the Project Site. The nearest state responsibility areas are located approximately 20 miles northeast of the Project Site, in the Puente Hills (CAL FIRE 2022b). As described in Section 2.9(g), the Project Site is also not within a VHFHSZ. At its closest point, the nearest VHFHSZ is located approximately 6 miles southwest of the Project Site within the cities of Palos Verdes Estates and Rolling Hills Estates (CAL FIRE 2022a). Therefore, the assessment of potential wildfire impacts of the Proposed Project is not required. No impact would occur, and this issue will not be further analyzed in the EIR.

# 2.21 Mandatory Findings of Significance

| | Potentially Significant Impact | Less Than Significant Impact with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XXI. MANDATORY FINDINGS OF SIGNIFICANCE** | | | | |
| 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? | ☒ | ☐ | ☐ | ☐ |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | ☒ | ☐ | ☐ | ☐ |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | ☒ | ☐ | ☐ | ☐ |

***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?***

Potentially Significant Impact. As discussed in Section 2.4, the Project Site is located in a developed and urbanized area and does not support sensitive vegetation, sensitive wildlife species, or sensitive habitat. The Project Site is situated along two major roadways (Artesia

Boulevard and Normandie Avenue) and a rail line in a developed area characterized by vehicle traffic, urban noise, and activity. The Proposed Project would involve ground disturbance and development of the Project Site, which currently supports some trees and vegetation. Due to the existing conditions of the Project Site and surrounding area, as well as the absence of suitable habitat on these properties, the Proposed Project would not 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, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project area contains vegetation that has the potential to support nesting birds and raptors which are protected under the California Fish and Game Code and under the federal Migratory Bird Treaty Act. In the event that any nesting birds or raptors are present during construction activities, the birds and/or raptors would be protected in accordance with the condition of approval set forth in Section 2.4(a), which would require a pre-construction nesting bird and raptor survey to be completed if construction is initiated during the nesting season. In accordance with this condition of approval, any nesting birds or raptors that are discovered within or near the Project Site would be avoided. Impacts to biological resources resulting from the Proposed Project would therefore be less than significant. This issue will not be further analyzed in the EIR.

However, further cultural resource investigations are required and will be presented in the EIR to determine any potential impacts that the Proposed Project would have on important examples of the major periods of California history or prehistory. Therefore, effects to cultural resources would be further examined in the EIR.

*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.)*

Potentially Significant Impact. As described throughout this Initial Study, the Proposed Project has the potential to result in a variety of potentially significant impacts requiring further analysis in the EIR. It is also anticipated that the Proposed Project may be developed while other Projects in the area are being developed, and the incremental effects of this Project may be cumulatively considerable. Therefore, potential cumulative impacts resulting from Project construction or operations have the potential to be significant and will be further analyzed in the EIR.

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

Potentially Significant Impact. As detailed throughout this Initial Study, the Proposed Project could result in a variety of significant effects, some of which have the potential to affect human beings. As such, further analysis will be provided in the EIR.

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## 3.2 List of Preparers

### Dudek

Nicole Cobleigh – Project Manager
Laura Masterson – Deputy Project Manager
Michael Cady – Senior Biologist
Andrew Greis – GIS Analyst

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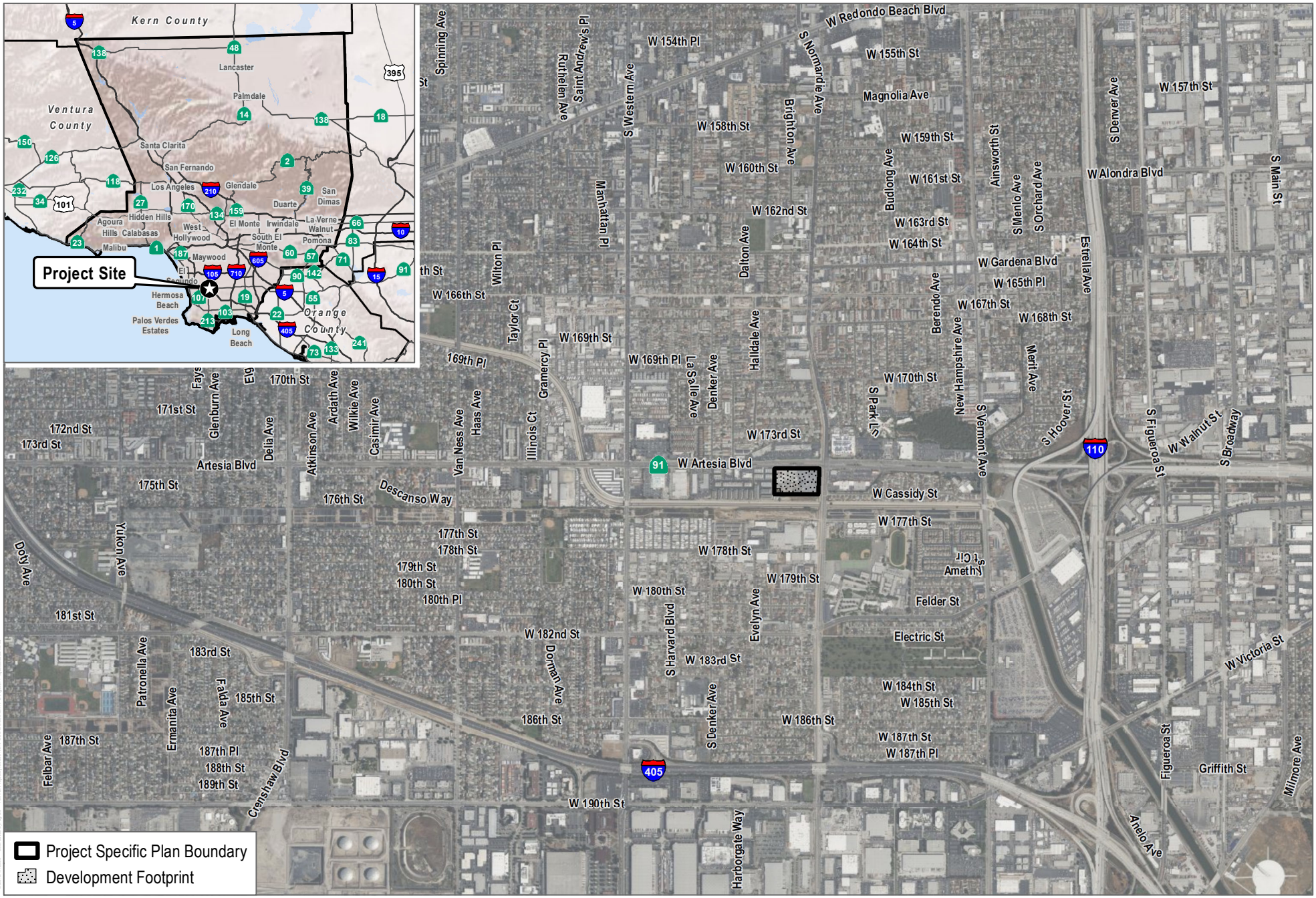


SOURCE: County of Los Angeles; City of Gardena Specific Plan; Open Street Map; Bing Maps

DUDEK

**FIGURE 1**

Project Location

1450 Artesia Boulevard Specific Plan

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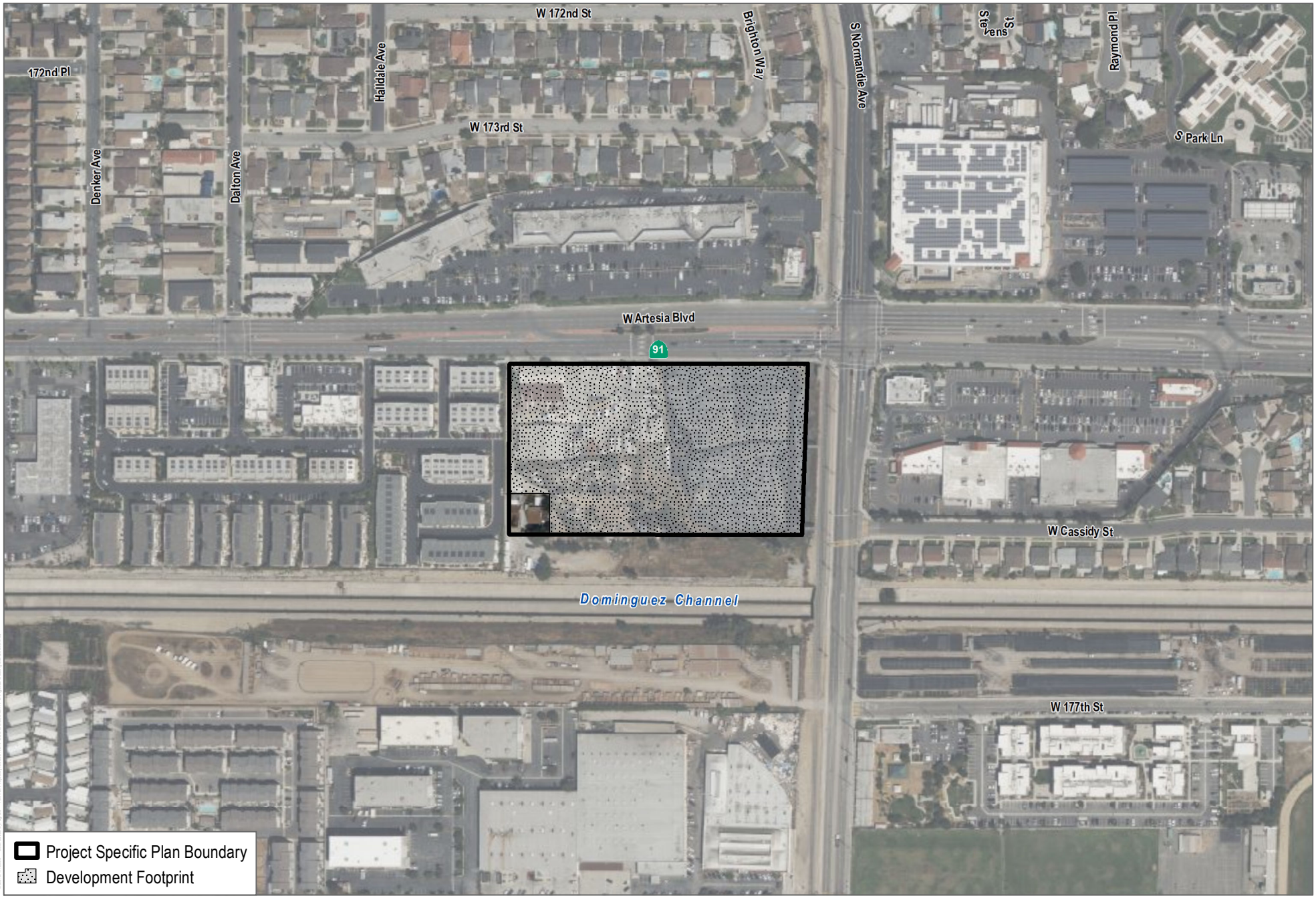


SOURCE: County of Los Angeles; City of Gardena Specific Plan; Open Street Map; USGS NHD; Bing Maps

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0 150 300 Feet

**FIGURE 2**

Existing Conditions

1450 Artesia Boulevard Specific Plan

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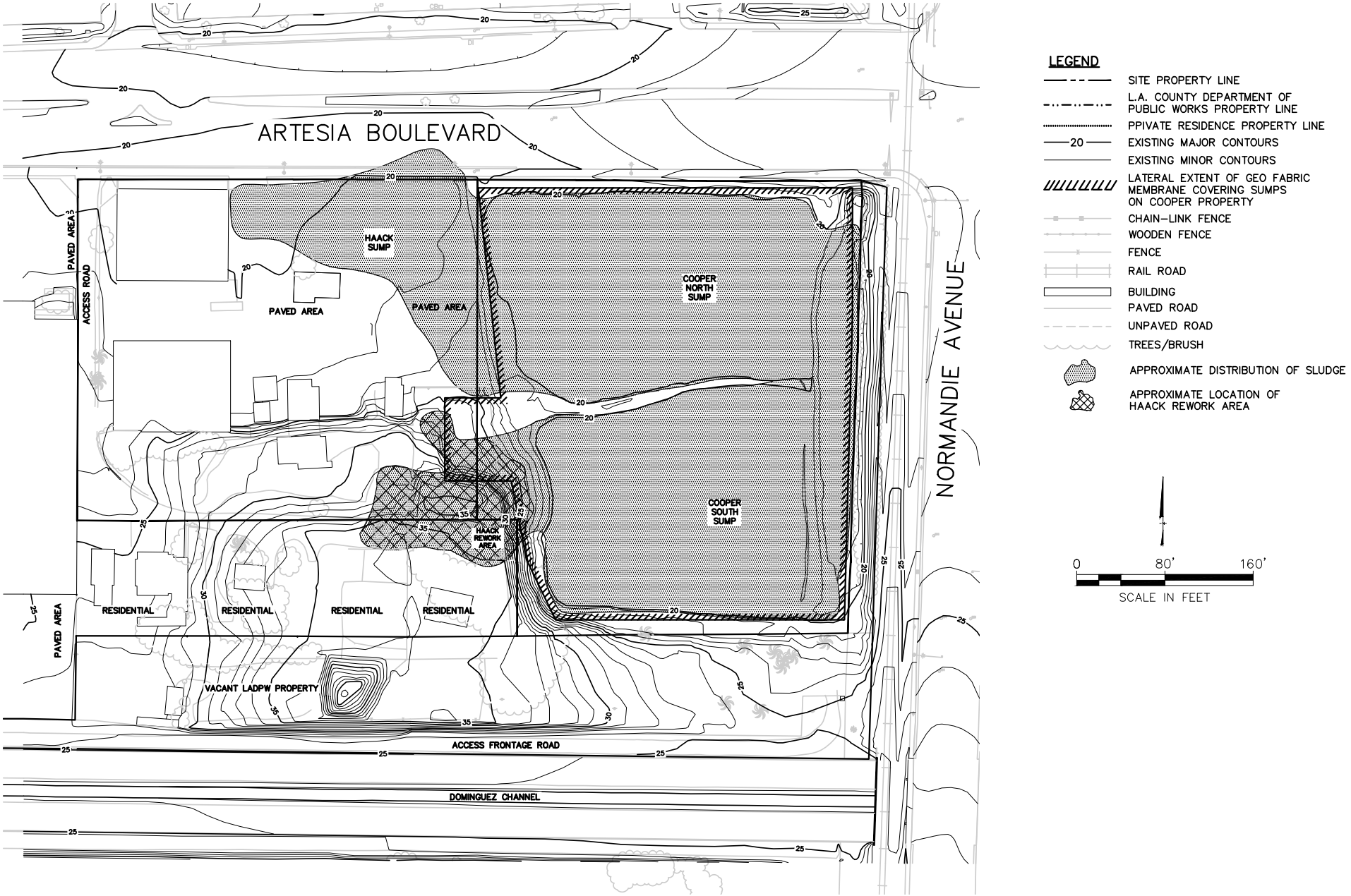


SOURCE: Geosyntec, 2020

FIGURE 3

Site Contamination

1450 Artesia Boulevard Specific Plan

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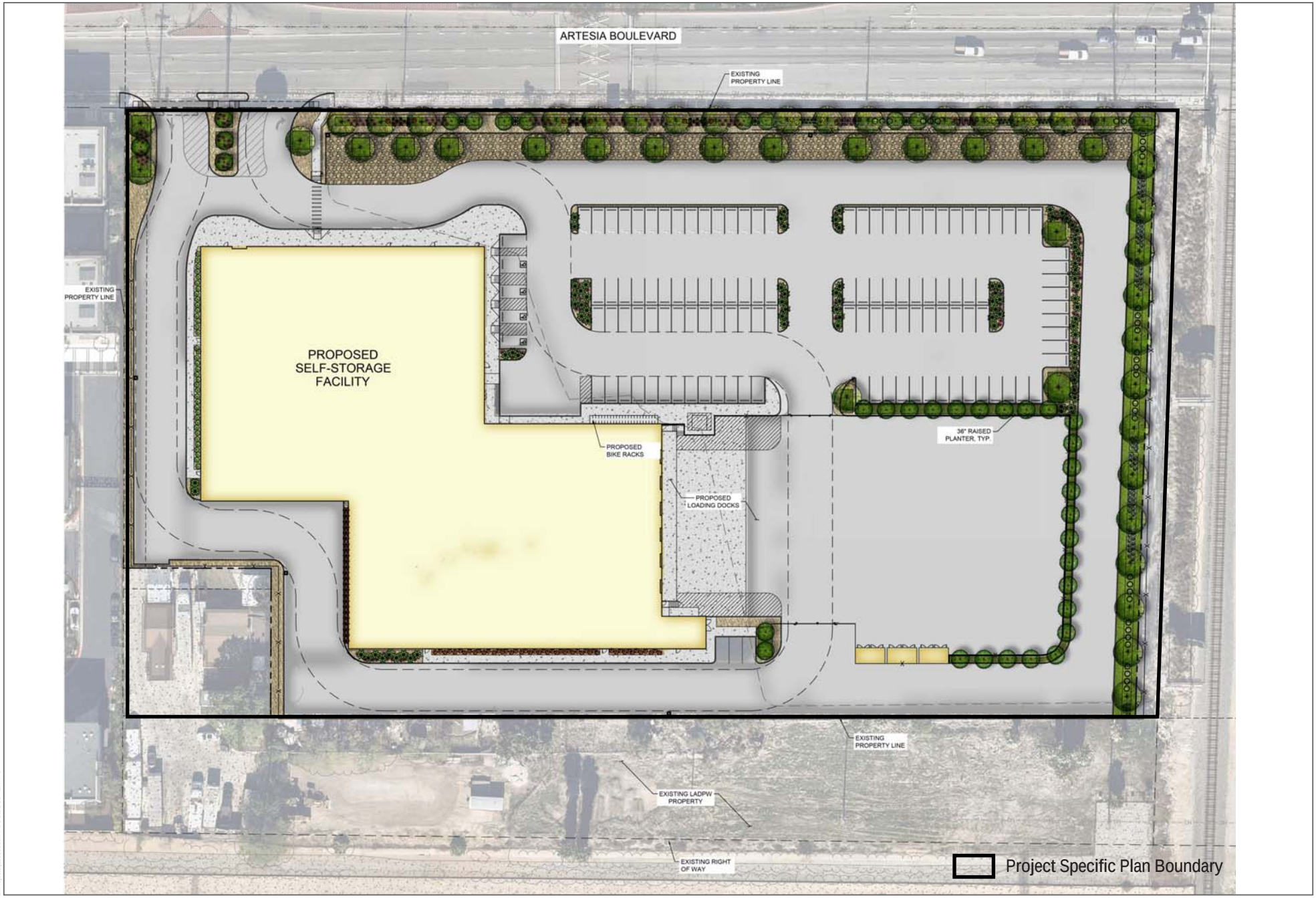


SOURCE: Kimley-Horn 2023

FIGURE 4
Site Plan
1450 Artesia Boulevard Specific Plan

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SOURCE: County of Los Angeles; City of Gardena Specific Plan; Open Street Map; USGS NHD; Bing Maps

DUDEK

0 200 400 Feet

**FIGURE 5**

General Plan Land Use

1450 Artesia Boulevard Specific Plan

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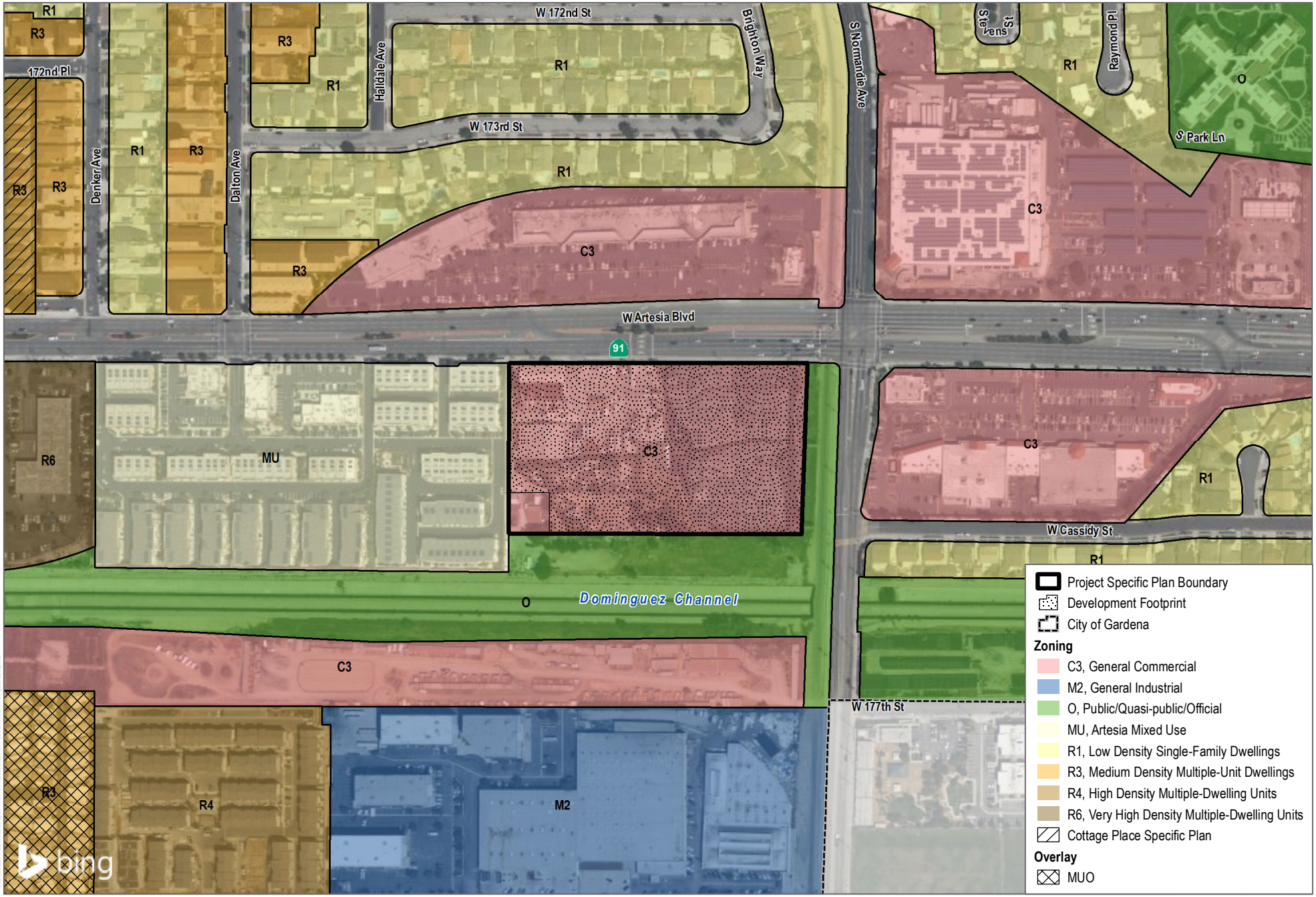


SOURCE: County of Los Angeles; City of Gardena Specific Plan; Open Street Map; USGS NHD; Bing Maps

DUDEK

0 200 400 Feet

**FIGURE 6**

Zoning

1450 Artesia Boulevard Specific Plan

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