GARDENA CITY COUNCIL

Regular Meeting Notice and Agenda

Council Chamber at City Hall
1700 West 162nd Street, Gardena, California
Website: www.cityofgardena.org

Tuesday, March 9, 2021
Closed Session 7:00 p.m.
Open Session 7:30 p.m.

TASHA CERDA, *Mayor*
MARK E. HENDERSON, *Mayor Pro Tem*
PAULETTE C. FRANCIS, *Council Member*
ART KASKANIAN, *Council Member*
RODNEY G. TANAKA, *Council Member*

MINA SEMENZA, *City Clerk*
J. INGRID TSUKIYAMA, *City Treasurer*
CLINT OSORIO, *City Manager*
CARMEN VASQUEZ, *City Attorney*
LISA KRANITZ, *Assistant City Attorney*
PETER L. WALLIN, *Deputy City Attorney*

In order to minimize the spread of the COVID 19 virus Governor Newsom has issued Executive Orders that temporarily suspend requirements of the Brown Act. Please be advised that the Council Chambers are closed to the public and that some, or all, of the Gardena City Council Members may attend this meeting telephonically.

If you would like to participate in this meeting, you can participate via the following options:

1. VIEW THE MEETING live on SPECTRUM CHANNEL 22 or ONLINE at youtube.com/CityofGardena

2. PARTICIPATE BEFORE THE MEETING by emailing the Deputy City Clerk at bromero@cityofgardena.org by 5:00p.m. on the day of the meeting and write "Public Comment" in the subject line. Comments will be read into the record up to the time limit of three (3) minutes.

3. PARTICIPATE DURING THE MEETING VIA ZOOM WEBINAR

   - Join Zoom Meeting Via the Internet or Via Phone Conference
   - https://us02web.zoom.us/j/89034277407
     Phone number: US: +1 669 900 9128, Meeting ID: 890 3427 7407
   - If you wish to speak live on a specific agenda item during the meeting you, may use the "Raise your Hand" feature during the item you wish to speak on. For Non-Agenda Items, you would be allowed to speak during Oral Communications, and during a Public Hearing you would be allowed to speak when the Mayor opens the Public Hearing. Members of the public wishing to address the City Council will be given three (3) minutes to speak.

4. The City of Gardena, in complying with the Americans with Disabilities Act (ADA), requests individuals who require special accommodations to access, attend and/or participate in the City meeting due to disability, to please contact the City Clerk's Office by phone (310) 217-9565 or email bromero@cityofgardena.org at least 24 hours prior to the scheduled general meeting to ensure assistance is provided. Assistive listening devices are available.

The City of Gardena thanks you in advance for taking all precautions to prevent spreading the COVID 19 virus.

STANDARDS OF BEHAVIOR THAT PROMOTE CIVILITY AT ALL PUBLIC MEETINGS

- Treat everyone **courteously**;
- Listen to others **respectfully**;
- Exercise **self-control**;
- Give **open-minded** consideration to all viewpoints;
- Focus on the issues and **avoid personalizing debate**; and
- **Embrace respectful disagreement** and dissent as democratic rights, inherent components of an inclusive public process, and tools for forging sound decisions.

Thank you for your attendance and cooperation

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1. **ROLL CALL**

PUBLIC COMMENT ON CLOSED SESSION

The City Council will hear from the public only on the items that have been described on this agenda (GC §54954.3)

2. **CLOSED SESSION**

2.A CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION
Government Code Section 54956.9(d)(1)
City of Gardena v. Regional Water Quality Control Board- Los Angeles Region, et al.
Orange County Superior Court Case No. 30-2016-00833722

2.B CONFERENCE WITH LEGAL COUNSEL ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9
(One [1] Matter)

3. **PLEDGE OF ALLEGIANCE**

Jordan Agyemang, Cameron Agyemang and Morgan Agyemang
Maria Regina Catholic School

4. **INVOCATION**

Presented by Council Member Rodney Tanaka

5. **PRESENTATIONS**

6. **PROCLAMATIONS**

6.A "American Red Cross Month," March 2021
Proclamation - American Red Cross Month.docx

7. **APPOINTMENTS**

None

8. **CONSENT CALENDAR**

NOTICE TO THE PUBLIC - Roll Call Vote Required On The Consent Calendar
All matters listed under the Consent Calendar will be enacted by one motion unless a Council Member requests Council discussion, in which case that item will be removed from the Consent Calendar and considered separately following this portion of the agenda.

Waiver of Reading in Full of All Ordinances Listed on This Agenda and That They Be Read by Title Only

8.A Affidavit of Posting Agenda on March 5, 2021
CONTACT: CITY CLERK

8.B Approve Minutes: Regular Meeting of the City Council, January 26, 2021
CONTACT: CITY CLERK
2021 01-26 REGULAR Minutes Gardena CC Meeting - FINAL.doc

8.C Receive and File of Minutes: Planning & Environmental Quality Commission, FEBRUARY 16, 2021
CONTACT: CITY CLERK
PEQC Meeting of 2-16-2021.pdf

8.D Approval of Warrants/Payroll Register, March 9, 2021
CONTACT: CITY TREASURER
Warrants-Payroll Register Memo 3-9-21.pdf

8.E Monthly Portfolio, January 2021
CONTACT: CITY TREASURER
January 2021 Investment Report.pdf

8.F Amendment to the Memorandum of Understanding by and between City of Gardena and the Los Angeles County Metropolitan Transportation Authority for Net Toll Revenue Re-Investment Grant
CONTACT: TRANSPORTATION
Amendment_1_to_Agreement_Between_Metro_and_City_of_Gardena_for_ExpressLanes_ITS_Project.pdf

8.G Amendment No. 1 to Proposition A Discretionary Incentive Grant Program Memorandum of Understanding for Sub-Regional Paratransit Services
CONTACT: TRANSPORTATION
Amendment_No.1_to_Proposition_A_Discretionary_Incentive_Grant_Program_MO Regional_Paratransit_Services.pdf

8.H RESOLUTION NO. 6496: Artesia Boulevard Landscaping Assessment District renewal for the fiscal year commencing July 1, 2021 and ending June 30, 2022
CONTACT: PUBLIC WORKS
Artesia Blvd. Landscaping Resolution 6496 .pdf
Vicinity Map.pdf

8.I RESOLUTION NO. 6497: Consolidated Street Lighting District Renewal for the Fiscal Year Commencing July 1, 2021, and Ending June 30, 2022
CONTACT: PUBLIC WORKS
Consolidated Street Lighting Resolution 6497.pdf
District Map.pdf

8.J Personnel Report No. P-2021-05
PERS_RPT_P-2021-5_03-09-21_ATTACHMENT_1.pdf
PERS_RPT_P-2021-5_03-09-21_ATTACHMENT_2.pdf
PERS RPT P-2021-5 03-09-21.doc

9. **EXCLUDED CONSENT CALENDAR**

10. **PLANNING & ENVIRONMENTAL QUALITY COMMISSION ACTION SHEET**

10.A MARCH 2, 2021

Receive and File. No action needed.
2021_03_2 PCAX.doc

ORAL COMMUNICATIONS (LIMITED TO A 30-MINUTE PERIOD)

Oral Communications by the public will be heard for one-half hour at or before 8:30 p.m. or at the conclusion of the last agenda item commenced prior to 8:30 p.m. Oral Communications not concluded at that time shall be resumed at the end of the meeting after Council Reports. Speakers are to limit their remarks to three minutes, unless extended by the Mayor. An amber light will appear to alert the speaker when two minutes are complete, and a red light will appear when three minutes are over. Your cooperation is appreciated.

11. **DEPARTMENTAL ITEMS - ADMINISTRATIVE SERVICES**

No Items

12. **DEPARTMENTAL ITEMS - COMMUNITY DEVELOPMENT**

12.A PUBLIC HEARING: Adoption of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, Amendment to the Land Use Plan of the General Plan to Increase Floor Area Ratio for Specific Uses, and Introduction of an Ordinance Making Other Changes As Well

RESOLUTION NO. 6486, Adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

RESOLUTION NO. 6499, Amending the Land Use Plan of the General Plan to increase the FAR up to 2.75 for specific uses as identified in the Zoning Code for General Commercial uses and up to 2.0 for specific uses as identified in the Zoning Code for Industrial uses

ORDINANCE NO. 1825, Amending the Zoning Code primarily relating to development standards for amenity hotels, but making other changes

Staff Recommendation: Conduct a Public Hearing, please allow three (3) minutes for each speaker; Adopt Resolution Nos. 6498 and 6499, and Introduce Ordinance No. 1825

Staff Report - Amenity Hotels 030921
Attachment A - Resolution No. 6498
Exhibit A - Mitigated Negative Declaration
Appendix A - Air Quality GHG Energy Data
Appendix B - Tribal Consultation Communications
Appendix C - Transportation Memorandum
Exhibit B - Mitigation Monitoring and Reporting Program
Attachment B - Resolution No. 6499
Exhibit A - Land Use Plan Update
Attachment C - Ordinance No 1825 - Original
Attachment D - Ordinance No 1825 - PC Recommendation
Attachment F - PC Report 2-16-21 with Attach A-D
Attachment E - Resolution PC No 2-21

13. **DEPARTMENTAL ITEMS - ELECTED & ADMINISTRATIVE OFFICES**

No Items

14. **DEPARTMENTAL ITEMS - POLICE**

No Items

15. **DEPARTMENTAL ITEMS - PUBLIC WORKS**

No Items

16. **DEPARTMENTAL ITEMS - RECREATION & HUMAN SERVICES**

No Items

17. **DEPARTMENTAL ITEMS - TRANSPORTATION**

No Items

18. **COUNCIL ITEMS**

19. **COUNCIL DIRECTIVES**

20. **CITY MANAGER REMARKS RE: DIRECTIVES / COUNCIL ITEMS**

21. **COUNCIL REMARKS**

1. COUNCIL MEMBER TANAKA
2. COUNCIL MEMBER FRANCIS
3. MAYOR PRO TEM HENDERSON
4. MAYOR CERDA
5. COUNCIL MEMBER KASKANIAN

22. **ANNOUNCEMENT(S)**

23. **REMEMBRANCES**

None

24. **ADJOURNMENT**

The Gardena City Council will adjourn to the Closed Session portion of the City Council Meeting at 7:00 p.m. followed by the Regular City Council Meeting at 7:30 p.m. on Tuesday, March 23, 2021.

I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted in the City Hall lobby not less than 72 hours prior to the meeting. A copy of said Agenda is available on our website at www.CityofGardena.org.

Dated this 5th day of March, 2021

/s/ MINA SEMENZA
MINA SEMENZA, City Clerk

PROCLAMATION

WHEREAS, every year, since 1943, the President of the United States of America has proclaimed March as American Red Cross Month, and called upon Americans to make a donation, to volunteer, to take a class, or to give blood; and

WHEREAS, over 139 years ago, the American Red Cross was established as a humanitarian organization, their dedication touches millions of lives each year as they carry out the organization's 140-year mission of preventing and alleviating suffering; and

WHEREAS, locally, during the trying times of the coronavirus pandemic, people have stepped up to help others in need, whether it was responding to this year's record-breaking disasters across the country or rolling up their sleeves to give blood when our country faced a severe blood shortage. Families have relied on Disaster Response volunteers for comfort and hope while coping with Home Fires and other Disasters. American Red Cross volunteers, serving Greater Long Beach, South Bay, Metro, and Southeast Los Angeles, have supported local families in other ways as well, including supplying local hospitals with blood and convalescent plasma as a treatment for COVID-19. This lifesaving work is vital to strengthening our community's resilience. Nearly 200 years since the birth of American Red Cross founder Clara Barton, we dedicate this month of March to all those who continue to advance her noble legacy, and we ask others to join in their commitment to care for people in need; and

WHEREAS, the month of March is a special time to recognize and thank the Red Cross volunteers and donors who give of their time and resources to help others when they need a helping hand. We are pleased to report that, in partnership with the University of California Los Angeles, already sponsored a Blood Drive held on Tuesday, February 09, 2021, at Rush Gym Memorial Gymnasium;

NOW, THEREFORE, I, TASHA CERDA, MAYOR OF THE CITY OF GARDENA, CALIFORNIA, do hereby proclaim **MARCH 2021**, to be

AMERICAN RED CROSS MONTH

and encourage the citizens of our community to volunteer, donate needed funding, take a class, or give blood to show their support of this organization and its noble humanitarian mission.

Tasha Cerda

MAYOR

Dated: 9th day of March, 2021

MINUTES
Regular Meeting of the
City of Gardena City Council
Tuesday, January 26, 2021

The regular meeting of the City Council of the City of Gardena, California, was called to order at 7:00 p.m. on Tuesday, January 26, 2021, in the Council Chamber of City Hall, 1700 West 162nd Street, Gardena, California: Mayor Tasha Cerda presiding.

1. ROLL CALL

Present: Mayor Tasha Cerda; Mayor Pro Tem Mark E. Henderson; Council Member Rodney G. Tanaka; Council Member Art Kaskanian; and Council Member Paulette C. Francis. Other City Officials and Employees present: City Manager Clint Osorio; City Attorney Carmen Vasquez; City Clerk Mina Semenza; and Deputy City Clerk Becky Romero. City Treasurer Ingrid Tsukiyama was not present.

At 7:03 p.m., the City Council recessed into Closed Session in the Management Information Center of the Council Chamber at City Hall, with the following in attendance: Mayor Tasha Cerda; Mayor Pro Tem Mark E. Henderson; Council Member Rodney G. Tanaka; Council Member Art Kaskanian; and Council Member Paulette C. Francis; City Manager Clint Osorio; and City Attorney Carmen Vasquez.

2. CLOSED SESSION

A. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Government Code Section 54957
Title: City Manager

Mayor Cerda reconvened the meeting to the Regular Open Session at 7:47 p.m., and the City Clerk noted the return of all Council Members who were present at the meeting.

When City Attorney Vasquez was asked if there were any reportable actions from the Closed Session, she stated that no reportable action had been taken.

3. PLEDGE OF ALLEGIANCE & INVOCATION

A. PLEDGE OF ALLEGIANCE

Andrew Cisneros and Crystal Zambrano, led the Pledge of Allegiance. Andrew and Crystal participate well in the new virtual class everyday by turning on their cameras, participating through chat and raising their virtual hands. They are both respectful and have a good attitude about school. They both are overall great citizens of Denker Avenue Elementary School.

B. INVOCATION

Council Member Rodney G. Tanaka led the Invocation.

4. PRESENTATIONS, PROCLAMATIONS, & APPOINTMENTS

A. PRESENTATIONS

(1) Certificate of Recognition to George Nakakura in Appreciation of His Service to the Community as a Member of the Human Services Commission – ***Certificate to be mailed to Mr. Nakakura***

4. PRESENTATIONS, PROCLAMATIONS, & APPOINTMENTS (Continued)

B. PROCLAMATIONS – **No Items**

C. APPOINTMENTS – ***No Appointments were mad***e

(1) Council Appointments to Commissions, Committees, Councils, and Boards (Appointees to be Ratified and Sworn In)

(a) Human Services Commission
(b) Planning and Environmental Quality Commission
(c) Recreation and Parks Commission
(d) Senior Citizens Commission
(e) Gardena Youth Commission
(f) Gardena Beautification Committee
(g) Gardena Economic Business Advisory Council
(h) Gardena Rent Mediation Board, Owner Representative
(i) Gardena Rent Mediation Board, Tenant Representative
(j) Gardena Rent Mediation Board, At-Large Representative

5. CONSENT CALENDAR

A. WAIVER OF READING IN FULL OF ALL ORDINANCES LISTED ON THIS AGENDA AND THAT THEY BE READ BY TITLE ONLY

B. CITY CLERK

(1) Minutes of

(a) **Approved:** Regular Meeting of the City Council, November 10, 2020

(2) **Approved**: Affidavit of Posting Agenda on January 22, 2021

C. CITY TREASURER

(1) **Approved:** Warrants / Payroll Register

(a) January 26, 2021: Prepay: 161744-161745; Check Nos. 161746-161948 - for a total Warrants issued in the amount of $2,469,844.62; Total Payroll Issued for January 15, 2021: $1,536,147.83.

D. CITY MANAGER

(1) **Approved**: Personnel Report No. P-2021-02

(2) **Approved:** ADMIN SERVICES - Authorize Purchase of Sophos Intercept X Advanced Endpoint Protection Cybersecurity Software from Teracai

(3) **Approved:** GTRANS - Approve Agreement with Stantec Architecture Inc. for Design Services for a total of $175,380.96 and Authorize a Project Total of $192,919.06.

It was moved by Council Member Francis, seconded by Mayor Pro Tem Henderson, and carried by the following roll call vote to Approve all Items on the Consent Calendar, with the exception of Item 5.D.(2) and 5.D.(3):

Ayes: **Council Member Francis and Mayor Pro Tem Henderson, Council Members Tanaka and Kaskanian, and Mayor Cerda**
Noes: **None**
Absent: **None**

6. EXCLUDED CONSENT CALENDAR

5.D.(2) ADMIN SERVICES - Authorize Purchase of Sophos Intercept X Advanced Endpoint Protection Cybersecurity Software from Teracai

This Item was pulled for discussion by Council Member Francis, requesting additional information as to how the software is going to protect us from hackers and if the contract included upgrades or are additional fees required for the upgrades. City Manager Osorio explained that the software is an antivirus for the entire city. He mentioned the city is constantly being hacked. This program allows our IT department to collect threats, hacks and be able to contain them to a very minimal level. As you have heard certain agencies out there that have been held ransom, using ransomware and then must pay hundreds to thousands to a million dollars just to release the sensitive information. The software is essentially able to deflect threats, hacks and it has filters so that our employees can do their jobs, go onto the internet, and detect certain websites that should not be visited. It is a well-rounded very effective anti-virus protection for the entire city infrastructure, not just individual computers but all our servers. As the agenda stated in 2017, we were attacked by a cyber threat and some damage was done but not too much. This software is one of the best in the industry, the contract extension will be a three-year contract. City Manager Osorio confirmed that the general fund is not being charged for this. In addition, City Manager Osorio confirmed that the contract includes any changes and upgrades for the next three years, unless it is something custom then it would be something extra but for the purpose of the specification that we have laid out to them for the next three years it is covered. I cannot imagine what that would be, this is pretty much a gold standard that we are buying here, but if we did custom programming then that would be something that we will need to talk about. Council Member Frances thank City Manager Osorio for answering all her questions.

Council Member Tanaka stated, "we did get a discount on the new contract" City Manager Osorio confirm, yes, we did. Council Member Kaskanian, asked in the case that we get hacked is the company are liable to pay the ransom in case they cannot get our data back for whatever reason or is there a limit to what they can pay? City Manager Osorio explained that they are insured but was unable to find the information. City Manager Osorio asked Council Member Kaskanian that he can research and get back to him and Council Member Kaskanian agreed. City Manager Osorio stated that it was a very good question. City Manager Osorio also, added that we do have cyber insurance. Mayor Cerda reiterated, if for some reason its not covered, then our insurance would then kick in, is that correct? City Manager Osorio, confirm, yes that is correct, also added that he will provide the entire council with a full report on what their coverages are, a scenario for instance if there was a ransom that we must pay, and what does that looks like.

Public Speaker: Zahid Ahmed, suggested some ideas and recommendations for the city with regards to the purchase of this endpoint protection cyber security software. First, has the city outreached to the FBI (Federal Bureau Investigations)? They have a program called "Infer Guard" which is a public- private partnership with the FBI with private companies, they usually are networking with big and small companies and businesses, they are advising them. It is a free service from the FBI, which is how to protect you from hackers, firewalls, and virtual private network. He encouraged the city to outreach to the local FBI office at the Wilshire Federal Building and speak to coordinator for information. Second, he believes the city insurance policy kicks in at three hundred thousand, so if a ransomware attack were to occur, he believes the city will have to pay if it were below three hundred thousand, so would the company offer a certain amount? Also, can this company offer a virtual private network connection for the wi-fi login system. If the city does launch in the future and hope the city can launch in the next few months, I would say 60 days to 90 days if can the city offer a city-wide free Wi-Fi, especially in our parks; can this company offer a similar wi-fi login portal system like that are found at hotels, McDonalds, and Starbucks. They all have their virtual private network connection, and we need free wi-fi on our buses. Some cities have partnered with T-Mobile and they are offering Wi-Fi on buses.

City Manager Osorio responded that the city has a partnership with the FBI, in fact when we were hacked in 2017 the first people on site were the FBI and they started their investigation. As far as the wi-fi and VPN, Sophos does not provided that service. We have our own fiber optic line that is running through our parks now. We are working through to see if we can provide that later. Sophos Security is strictly for cyber security, not for Wi-Fi, separate and different system.

6. EXCLUDED CONSENT CALENDAR (Continued)

5.D.(2) ADMIN SERVICES - Authorize Purchase of Sophos Intercept X Advanced Endpoint Protection Cybersecurity Software from Teracai (Continued)

It was moved by Mayor Pro Tem Henderson, seconded by Council Member Tanaka, and carried by the following roll call vote to Approve Item 5.D.(2):

Ayes: Mayor Pro Tem Henderson and Council Members Tanaka, Kaskanian, Francis, and Mayor Cerda
Noes: None
Absent: None

5.D.(3) GTRANS - Approve Agreement with Stantec Architecture Inc. for Design Services for a total of $175,380.96 and Authorize a Project Total of $192,919.06.

This Item was pulled for discussion by Council Member Francis, asked what is involved with the remodel and wondering why the remodel is necessary, since the building is about 11 years old. Mayor Cerda stated that she was looking at the reconfiguration and really appreciated the pictures to get a visual. She then proceeded to ask, from her understanding is this more geared towards the front of the building or is this more for where there's presentations off to the side, that is the part that she was not quite clear on. City Manager Osorio explained that this is the dispatch area so its not going to be the front the building, but it is back. Mayor Cerda asked if this was the restricted area for drivers and certain personnel? City Manager Osorio stated that is correct. City Manager Osorio confirmed that the building is an 11-year-old building. The answer to the question is the new technologies that are available to us now were not available 11 years ago; he is referring to the AVL system that has been approved and implementing in the entire G-Tran system, the automatic vehicle locator so this will automate our trips and scheduling. For us to do that, we need to reconfigure the electronics and technology in the dispatch center which is going to be the main brain center for the AVL and the dispatch center. Each terminal will now have three monitors for instance and there is going to be some lines being ran through like ethernet cables. Everything needs to be reconfigured for this new system and that is why we are having to do this architecture and later we will do the actual construction. So that is mainly what it is; new technologies are emerging and for us to do that we need to reconfigure the entire dispatch center.

Council Member Kaskanian stated we are paying one hundred seventy-five thousand dollars to remodel the building and update our technology. He then asked if is it necessary at this time and where is the funding coming from? City Manager Osorio confirmed that the one hundred and seventy-five thousand dollars is just for the design services and does not include construction costs. He then added the money would come from partial federal dollars and GTRANS capital improvement plan. He stated we must go forward with these projects otherwise the funding may be compromised, and we cannot keep pushing back the project. Council Member Kaskanian then asked how much of the funds are coming from the federal and is it a big deal that we can not give up. Director Crespo then responded by stating that they have set aside capital dollars for this project probably two years ago. We have the dollars, and it is not touching the general fund or operating dollars. It is strictly using capital dollars that we must use towards capital improvements. This project does not have any federal dollars; specifically using only capital dollars that we get from the state.

Council Member Kaskanian asked once we pay the architect one hundred and seventy-five thousand dollars, what will be completed. Director Crespo stated that we are trying not to tear down many walls and maximize the space we currently have. He stated a lot of the cost is going to be electrical, flooring, furniture and moving fire extinguisher lines. The biggest expense item will probably be a new HVAC System. The HVAC system is hitting the 10-year life and starting to fail. With the size of the GTRANS building, it is the right time to change that system. He stated it will be between five hundred thousand and eight hundred thousand in construction cost. This is just the plan and then with council's approval we will go out to bid and the get this project wrapped up before the end of the year. Council Member Kaskanian then asked if we are ready for the eight hundred-thousand-dollar project. Director Crespo confirmed that we have the capital funds ready to go. He mentioned it

6. EXCLUDED CONSENT CALENDAR (Continued)

5.D.(3) GTRANS - Approve Agreement with Stantec Architecture Inc. for Design Services for a total of $175,380.96 and Authorize a Project Total of $192,919.06 (Continued)

does not impact our busses which is how our funds work. He mentioned if we do not start using these funds within three years, the funds start diminishing. We are not able to build a large reserve (cash). Council Member Kaskanian asked if this is not going to hurt us down the road and are going to say we are out of money in the future. Director Crespo responded with no. that is not the plan. Even if we were short in operating dollars, we cannot use these funds, for example, for wages.

Council Member Tanaka then asked if Director Crespo stated it would cost eight hundred thousand for this project. He said in the report he read it was between three hundred and four hundred thousand. Director Crespo responded by saying that the HVAC system was not included in the report which can be very pricey. He stated that is why the numbers are a lot lower. He added that construction costs are very expensive right now and this is just the planning stage of the process.

Public Speaker: Zahid Ahmed, he asked if we have consulted with Metro or Long Beach Transit for their advice with the experience they have. He wanted to see if this location can be used as a back up location for 911 calls. He asked if it is possible to have duly trained dispatchers. If the power goes out or we have an earthquake, we have a back-up system in our City. He also mentioned that Metro has come out with a new bus trend called Metro Micro and is a small van that costs one dollar and is active is Compton, El Monte, North Hollywood, etc. He said it an app that you can download. He said it would be good for businesses to go from one location to another. He said he would recommend that we hold off on this project for at least a few months before COVID-19 goes away. He said it would be very helpful for Gardena residents, as they would be able to get to one side of Gardena to the other very easily.

City Manager Osorio responded by saying that it might seem simple but the RCC is a totally different dispatch system. The encrypted digital technology is even more complicated and that is the reason it is not possible.
Director Crespo then said the Transit App is who we are partnered with. LA Metro Transit within the last six months adopted the same app that we are using. The app we are using has become the main app everyone is using for transit systems. He mentioned once we have real time information and the ABL project is live then the transit app with have current information instead of static information like the bus book. Council Member Henderson added that to make our dispatch an RCC it would have to be completely re-done because it would be too small and no place to put the electronics or to put an RCC in that small of a building. Mayor Cerda then added that the circle design of this project is very forward thinking and interesting.

It was moved by Council Member Francis, seconded by Council Member Tanaka, and carried by the following roll call vote to Approve 5.D.(3):

Ayes:	**Council Members Francis and Tanaka, Mayor Pro Tem Henderson, Council Member Kaskanian, and Mayor Cerda**
Noes:	**None**
Absent:	**None**

7. PLANNING & ENVIRONMENTAL QUALITY COMMISSION ACTION SHEET

A. JANUARY 19, 2021, MEETING – ***Meeting Cancelled***

ORAL COMMUNICATIONS - None

8. DEPARTMENTAL ITEMS

A. ADMINISTRATIVE SERVICES – **No Items**

8. DEPARTMENTAL ITEMS (Continued)

B. COMMUNITY DEVELOPMENT – **No Items**

C. ELECTED & ADMINISTRATIVE OFFICES

(1) COVID-19 Update

City Manager Osorio presented the update.

Mayor Cerda added that she believes it is in the works to have a vaccination center in our City. City Manager Osorio then stated that we currently have an MOU with LA County, and it is signed and effective. All we are waiting for is LA County to activate the M-Pod. Once they deem that the vaccinations are constant, they will activate the M-Pod in Gardena. Then the system will be based on an appointment system through LA County. Council Member Kaskanian then mentioned that he believed there were vaccinations taking place over the weekend at the Albertsons parking lot. Mayor Cerda then confirmed that Chief Saffell told her that Albertsons partnered with the county to give out vaccinations. Council Member Tanaka mentioned that there are multiple places that are giving out vaccinations but there are no appointments available for January or February. He then added that Gardena Memorial has some appointments, but they are full as well. He said that is where the problem is because all the places you go that are listed on the website, do not have any appointments available. His understanding is there is not enough vaccines provided right now or enough people to disburse the vaccine. He added he believes Kaiser is taking non-members if you can make an appointment at Kaiser. He stated it is almost impossible to get the vaccine.

City Manager Osorio stated that if someone receives a Pfizer vaccine it requires to be stored in extreme cold temperatures. Once they are released and not stored, they must use them which is perhaps why we are seeing quasi distribution temporarily.

Chief Saffell gave an update regarding the vaccine distributions. The pharmacies are connected to the county network and Albertsons did have a vaccination drive up which was apart of the County network. They had 300 doses that went to medical personnel and was by appointment only. Ralphs and Vons both had vaccinations, but it was all a part of the County network. The Gardena Memorial Hospital is going to start giving a couple thousand vaccines, but they will be in that same LA County network. The problem is waiting on the vaccines to be released to those locations. He has a lot of confidence in the access point and the fact that it will be advertised when those vaccines do become available.

D. PUBLIC WORKS

(1) Approve Plans and Specifications and Award Construction Contract to Hardy & Harper, Inc. in the amount of $1,167,000 for the Western Avenue Street Improvements from Artesia Blvd to Redondo Beach Blvd, JN 955 and additionally;

(a) Approve a Budget Transfer of $900,000 from the SB1 Fund Balance to JN 955 and return $900,000 to the Prop C Fund Balance

(b) Approve Expenditures of Remaining Project Budget of $413,000 for Construction Administration

Council Member Henderson asked 1) Where did we advertise? 2) How many minority or women owned firms responded to this submittal? 3) Did we do our reference check for the lowest bide because sometimes the lowest bid executing the project is a challenge? City Manager Osorio stated we used ARC solutions which is like planet bids. As far as minorities that submitted for the project, there was none. Lastly, we have checked all references.

8. DEPARTMENTAL ITEMS (Continued)

D. PUBLIC WORKS (Continued)

(1) Approve Plans and Specifications and Award Construction Contract to Hardy & Harper, Inc. in the amount of $1,167,000 for the Western Avenue Street Improvements from Artesia Blvd to Redondo Beach Blvd, JN 955 and additionally; (Continued)

Council Member Kaskanian asked how good the quality of the materials is going to be since there is about a one hundred and fifty thousand dollar difference in the highest bid versus the lowest bid. City Manager Osorio responded by saying that the materials used are standard and asphalt being used is standard. The materials are all specified in the bid.

Public Speaker: Zahid Ahmed, he acknowledges that the distance from Artesia Boulevard to Redondo Beach Boulevard is long. He asked if we were going to add a median to this project as well as some greenery. In the City of Torrance, they installed a green center median. When installing a green center median, there is going to be digging involved for water lines and a specific on the model of the trees they are planting. He stated he likes the sleeping willow trees and we need to decorate with trees. He added it provides shade and a good atmosphere to the City. He said it also encourages new businesses, helps current businesses, increases property value, and lowers pollution. He asked if a center median will be added on this project, in which he referenced Artesia Boulevard in between Yukon Avenue and Cashmere Avenue. They planted mini trees where the roots do not impact the street. He encourages looking at the City of Torrance regarding trees because they are beautifying there median with green trees.

City Manager responded to Zahid Ahmed's question regarding if a center median will be added on this project in which the answer was "no." This is on overlay project meaning it is just asphalt and concrete. The question regarding adding a median; adding a median requires a traffic study because a median would eat up the lane and places like Torrance have landscape median districts which are funded by tax dollars. It is an entirely different endeavor and would require an election to see if the residents are willing to pay for it. If the voters would approve that then we can do that.

Council Member Francis then asked if we have any plans for the concrete going North. City Manager Osorio said that we have a master plan as far as overlay projects that encompass the entire City.

It was moved by Council Member Tanaka, seconded by Council Member Kaskanian, and carried by the following roll call vote to Approve Plans and Specifications; Award Contract; Approve Budget Transfer and Approve Expenditures of Remaining Project Budget:

Ayes: **Council Members Tanaka, Kaskanian, Mayor Pro Tem Henderson and Council Member Francis, and Mayor Cerda**
Noes: **None**
Absent: **None**

E. POLICE – **No Items**

F. RECREATION & HUMAN SERVICES – **No Items**

G. TRANSPORTATION – **No Items**

9. COUNCIL ITEMS, DIRECTIVES & REMARKS

A. COUNCIL ITEMS – **No Items**

9. COUNCIL ITEMS, DIRECTIVES & REMARKS (Continued)

B. COUNCIL DIRECTIVES

Mayor Cerda

(1) Potentially raise the fine for speeding or raising as these issues increase in our City. (Second was not necessary; City Attorney Vasquez answered the question by saying it is set by the Deputy District Attorney's office and the judge is the one that gets to determine the fine)

(2) Gardena Community Revitalization Plan (Seconded by Council Member Kaskanian)

Mayor Pro Tem Henderson

(1) Educational tools on "How to do business with the City of Gardena or other Cities." (Seconded by Council Member Francis)

Council Member Francis

(1) List of Gardena businesses that have closed; it was suggested by City Attorney Vasquez to wait another month to allow all the business renewals to be completed.

Council Member Tanaka

(1) Check on RV Parking through neighborhoods. (Seconded by Council Member Kaskanian).

Council Member Kaskanian

(1) Remove signs posted at traffic lights throughout the City. (Second was not needed; City Manager Osorio stated that over one hundred signs have been removed recently and have issued notices of violation for those signs).

C. CITY MANAGER REMARKS RE: DIRECTIVES / COUNCIL ITEMS

City Manager Osorio gave a verbal report of information to follow-up on matters that had been directed or requested by the Mayor and Members of Council. Those items were, as follows:

(1) Announcement for the UCLA Blood Drive February 9, 2021 at Rush Gym from 9am-2pm.

(2) Hometown Heroes Presentation- Military Services Recognition Program

D. COUNCIL REMARKS

(1) COUNCIL MEMBER TANAKA – He attended the legislative briefing zoom meeting and there were representatives from Congress and the Assembly. One of things talked about was a 2.7-billion-dollar surplus with the State. The understanding is that the Governor is not offering any assistance monetarily to any local governments. He said there are going to be a lot of bills coming out related to broadband, legislation, land use issues, local government control and the EDD system. He mentioned we will have to look out for all the bills that will be coming out soon. He joined a zoom meeting that honored the California Hawaii Elks Association President. He also mentioned to please donate blood at our upcoming blood drive. He then said to please stay patient regarding the vaccine. He said to wear your mask, wash your hands, do not touch your face and social distance. He added later that he wanted to thank George Nakakura who was on the Humans Services Commission and said we are grateful for all his work on the commission for the City of Gardena. He mentioned that he hopes that he enjoys retirement.

9. COUNCIL ITEMS, DIRECTIVES & REMARKS (Continued)

D. COUNCIL REMARKS (Continued)

(2) MAYOR PRO TEM HENDERSON – He said whenever there is a meeting around anything important, there is at least two of the members at every outing. We care about our City and want to get all the information that may be important to our City. He wanted to send out prayers and strength to all the employees, colleagues and community members that have families that have been negatively affected by COVID-19. He added that we must stay disciplined and maintain our physical distance and wear a mask until we get out of this difficult time. He attended the District 2 Neighborhood Watch Meeting. He mentioned command staff gave a brief synopsis of the things coming out of the new LA District Attorney's office and what impact that could have on our community. He also met with the Chief separately about that issues and talked about the things the District Attorney is doing and the impact it may have on the community and the impacts to the racial demographics of our community. He thanked the Chief for his time on that. He said the things that neither of them knew, they would go looking for the appropriate answers to make sure our community stays safe. He also attended the Los Angeles Business Federation COVID Task Force. They talked about what is on everybody's mind like; how to get the economy back open and improve the broadband connectivity for the underserved. They also talked about the legislation that is going to be happening up in Sacramento. He then attended an event partnering with internet service providers to see if we provide broadband to our community. He also attended the South Bay COG Fiber Network Meeting and there was a presentation where they collectively were trying to come up with a solution for what we can show regarding what a "smart" city means. They were all focused on providing WIFI in our parks and the need for additional investment as we look forward to that. One of the public speakers spoke on the security and how everyone wants to jump into the WIFI at the parks, but we must make sure it is secure, safe and the people are not able to hack each other through our network. He attended the LA County Public Health Meeting in which they discussed when vaccines become more available, that is when these M-Pods will be activated and start to flourish. He suggested that the County reach out to the Community Colleges because they have nursing students that can give shots. When he was in the hospital, he had a few nursing assistants and students from El Camino and Harbor College administering his shots, so they are trained. We need to see if the County can utilize these folks. He also attended Centinela Youth Services Meeting which they discussed youth justice and how the district attorney is changing the format and how the youth are charged for criminal behavior. He mentioned that the City has its own Juvenile Justice Center Intervention Program and Chief Saffell reassured him that program is not to incarcerate our youth but to make sure we can provide the resources to steer folks away from negative or criminal behavior.

(3) COUNCIL MEMBER FRANCIS– She attended the 100th birthday of one of our residents, Ms. Mabel Burns. She turned 100 years old on January 16th and she was born in 1921. She moved to the City of Gardena on December 26, 1969. She mentioned it was a great celebration that was socially distanced. She thanked the Gardena Police Department and the Fire to help celebrate. They drove by with sirens and all the neighbors came out. She thanked the City for the beautiful certificate that she presented her. She also attended the District 1 neighborhood watch meeting and they discussed the same things that Mayor Pro Tem mentioned in the District 2 meeting. She thanked Chief Saffell, Lieutenant Cuff, and Captain Osorio for the information on crime stats and recruitment. She mentioned the annual Dr. Martin Luther King Jr. Commemorative Parade was postponed until January 15th, 2022. She said the annual essay contest did go forward and they received about 200 essays from student in Gardena school. The Committee chose first, second, and third place for elementary schools, middle schools, and high schools. She mentioned that she will be announcing the winners at the next Council Meeting. She wanted to give Mr. Romero and Ms. Martinez an opportunity to announce their winners first and then she will come back and announce after. She was very impressed with the essays and she mentioned that she was

9. COUNCIL ITEMS, DIRECTIVES & REMARKS (Continued)

D. COUNCIL REMARKS

(3) COUNCIL MEMBER FRANCIS (Continued)

reading essays on her Christmas vacation. She said our future looks bright. She gave a special thank you to Stephany Santin and the Recreation Department for the wonderful video of the MLK Parades over the last few years. She received many compliments on the video. She mentioned we are the first City west of the Mississippi to commemorate MLK with an official celebration. Most of the cities only have a one-day event but we have a two-day celebration, and we should be very proud of that. She also mentioned that in collaboration with the Recreation Department the MLK Committee will be having a fundraiser raffle with a wonderful gift basket. The basket contains a jacket, coffee cup, Gardena Monopoly, T-shirts and more. The tickets are $5 each and you can contact the Recreation department and Gardena Events for more details. She asked everyone to continue to wear a mask, wash your hands, and social distance. Lastly, she said better days are ahead and we will get through it.

(4) MAYOR CERDA – She attended an overall update of what the Sanitation Department is doing. One of the things that are different this year is the Sanitation Board tests for COVID through waste. This is a good way for the Sanitation Department to communicate to the County on as the numbers go up for COVID and how they also go up in the waste. She said that a lot of other counties are not doing this but now they are starting to follow suit as far as giving additional information as it relates to COVID. She also attended the ADAP Red Ribbon Contest Award Ceremony that was offered through zoom and she mentioned it was good to know that even though kids cannot get together they are still celebrating their accomplishments through zoom. They were able to get their certificates and were able to hear their speeches on why they choose not to use drugs. Just hearing some of the young kids was very inspiring and important for us to hear the importance of not using drugs and abusing alcohol. She also attended the City Select Meeting where the Mayor and Mayor Pro Tem's get to select NTA reps for our sectors. There is a representative from 88 Cities there and it was held through zoom. She was glad to say the meeting only lasted an hour and a half and they were able to accomplish a lot. She mentioned there was a young lady that all she wanted for her seventh birthday was people to donate to our food pantry, so she wanted to echo that and say that people are in need year around. Those of you that have extra non-expired items if you can consider giving to our pantry. Gardena Events highlighted her, and it seemed like it helped with the donations. Lastly, she encourages everyone to support our local outdoor restaurants by dining in or ordering takeout.

(5) COUNCIL MEMBER KASKANIAN – Since he was absent at the last meeting, he is sure his colleagues have reported on all the events that he was not able to mention. He mentioned that he was in isolation with COVID-19. He thanked God that it was not too bad, he just lost his taste and smell. The bright side was that he lost seven pounds since he could not eat. He stated he was in isolation for fourteen days and no one was able to go in his room. His children were out of the house for 20 days. He said he was sorry for missing the last meeting. He thanked his colleagues and the entire City of Gardena to those who called and texted him to check on how he was doing.

9. ANNOUNCEMENTS

Mayor Cerda announced:

(1) Announcement for the UCLA Blood Drive February 9, 2021 at Rush Gym from 9am-2pm.
(2) Virtual Workshop for the City of Gardena's Housing Element on February 4, 2021 at 7:00pm.

10. REMEMBRANCES

Mrs. Josefina Chavez Apodaca, 69 years of age, beloved long-time resident of Gardena since 1967. She is survived by her two sons Issai and Omar, two grandchildren, three brothers, and one sister: **Mr. Roger Phillips**, 51 years of age, beloved Bus Operator with the Transportation Department. He provided 13 years and 3 months of service to the City. He was a very charismatic person who enjoyed making people smile; **Virgie Eastwood**, 89 years of age and the beloved aunt of Kevin Thomas the park Superintendent in the Public Works Dept., **Gabriela Vasquez**, 10 years of age, she was a beloved student from Gardena Elementary School who passed away from cancer, Gabby was a participant in the city's youth soccer league at Johnson Park and she and her family attended many special events in the City of Gardena; **Loretta Walker,** 71 years of age, was born in Houston, Texas and later moved to Los Angeles with her family, she was also a retired U.S. Postal Service employee worldwide airmail facility in Los Angeles, she worked for 36 years and retired in 2004 after retiring she became extremely active in the community. She served on the Dr. Martin Luther King Jr. Culture Committee in the City of Gardena for over 20 years where she worked diligently and proudly as a treasurer, she participated in numerous events and took an interest on the MLK Scholarship Program an essay contest for High School, Middle School and Elementary School students. Loretta loved the battle of the bands and the Gardena MLK parade and was a huge supporter of our trips and fundraisers.

11. ADJOURNMENT

At 9:27 p.m., Mayor Cerda adjourn to the Closed Session portion of the City Council Meeting at 7:00 p.m. followed by the Regular City Council Meeting at 7:30 p.m. on Tuesday, February 9, 2021.

MINA SEMENZA
City Clerk of the City of Gardena and
Ex-officio Clerk of the Council

APPROVED:

_____
Tasha Cerda, Mayor

By: _____
Becky Romero, Deputy City Clerk

CITY OF GARDENA
PLANNING & ENVIRONMENTAL QUALITY COMMISSION
MINUTES
TUESDAY, February 16, 2021, MEETING
VIRTUAL MEETING VIA ZOOM

* * *

Called to order by Vice Chair Sherman at 7:04 P.M.

ROLL CALL

Present:	Steve Sherman, Deryl Henderson, Dale Pierce, Stephen Langley, Brenda Jackson (7:10 P.M.)
Absent:	None
Also in Attendance:	Gregg McClain, Interim Community Development Director Raymond Barragan, Community Development Manager Lisa Kranitz, Assistant City Attorney John F. Signo, AICP, Senior Planner Amanda Acuna, Senior Planner

APPROVAL OF MINUTES

A motion was made by Commissioner Henderson and seconded by Commissioner Langley to approve the minutes of the meeting on December 8, 2020. The minutes were approved 2-0-1-2.

Ayes:	Henderson, Langley
Noes:	None
Abstain:	Sherman
Absent:	Jackson, Pierce (temporary audio problem)

ORAL COMMUNICATIONS FROM THE PUBLIC

Agenda Item #4

Senior Planner Acuna addressed the Commission and public on procedures for conducting the online meeting since all participants were attending from remote locations. Instructions on how to comment and ask questions via the Zoom application were given.

There were no oral communications from the public.

PUBLIC HEARING

Agenda Item #5(A)

Environmental Assessment #16-20, Modification to Site Plan Review #7-18
A request for a modification to a site plan review approved by the Planning Commission, scaling the project down to include two-story unit homes in the Normandie Estates Specific Plan, and direction to staff to file a Notice of Exemption.

Project Location: 1348 West 168th Street (APN # 6111-012-003)
Applicant: Maupin Development Inc.

Senior Planner Acuna gave the staff presentation. She explained that the Commission originally approved this project on March 5, 2019, for nine three-story homes, each with a two-car garage. After consideration by the applicant, they decided that a two-story design would work best for greater affordability and better homeownership opportunities. The proposed modification is to change the elevations and design of the units from a three-story to a two-story configuration. The proposed modification included one more guest parking space than the original plan. The project was still of contemporary architectural style. There was no request to modify the tract map, just the site plan. She presented the development plans, showed photos of the property, and explained changes to the project. The modification provides slightly more open space per unit, and slightly more interior space at the entrance of the units.

Chair Jackson asked if any of the commissioners had questions of staff. None of the commissioners had questions.

Chair Jackson opened the public hearing and invited anyone from the public to speak.

Doug Maupin, applicant, addressed the Commission by explaining the anticipated price point. He stated the three-story project would be more expensive to build than the two-story project. A year ago, the costs were expensive and materials continue to increase. He stated he could offer this project for significantly lower in price compared to a three-story project. This modification was better for the developer to offer a much more affordable product. He thanked staff for their work and the Commission for their time and consideration.

Chair Jackson thanked the applicant and commended the project. She closed the public hearing and asked for a motion.

MOTION: It was moved by Commissioner Langley and seconded by Commissioner Pierce to adopt Resolution No. PC 1-21 approving Modification #1 to Site Plan Review #7-18 subject to the attached conditions of approval and directing staff to file a Notice of Exemption.

The motion passed by the following roll call vote:

Ayes:	Langley, Pierce, Henderson, Sherman, Jackson
Noes:	None
Absent:	None

Agenda Item #5(B)

Environmental Assessment #1-21, Zone Code Amendment #1-21, General Plan Amendment #1-21
To amend the Land Use Plan of the City's General Plan to allow higher floor area ratios in the Commercial and Industrial General Plan land use areas when allowed by the Gardena Zoning Code as well; primarily relating to amenity hotels.

Project Location: Citywide
Applicant: City

Senior Planner Signo gave the staff presentation. He provided background on the issue and indicated that the current requirements were adopted in 1990. He mentioned that the City recently adopted a hotel incentive program to lure hotel developers. However, the current requirements are restrictive for hotels making it difficult for development to occur. Mr. Signo described the requirements for being considered an Amenity Hotel. He went over the changes by sharing a table that compared the existing requirements to the proposed changes.

Assistant City Attorney Lisa Kranitz added that the approval mechanism is based on the comments of one hotel developer and staff was looking for the Commission's recommendation. The ordinance was drafted to allow amenity hotels by right. However, after speaking to the City Manager and Police Chief, it was recommended that the CUP requirement should remain.

Mr. Signo explained how floor area ratio (FAR) is calculated. He provided diagrams showing the difference between 0.5, 1.0, and 2.0 FAR. He mentioned the ordinance is proposing a 2.0 FAR for amenity hotels. Mr. Signo explained the parking analysis prepared by LLG, which is included in the staff report. He mentioned that parking studies from other cities had a range between 0.31 and 0.86 spaces per occupied room. The ordinance is proposing a ratio of 0.85, which is consistent with the parking studies from other cities. Mr. Signo explained the criteria for identifying an amenity hotel site and showed the roadways in the City where an amenity hotel may be possible. He provided photos of existing hotels in the City and discussed the FARs, lot sizes, and amenities. He mentioned a mitigated negative declaration was prepared and properly circulated for public review. Mitigation measures were included in the mitigation monitoring and reporting program. Staff then recommended that the Planning Commission discuss the changes and suggest modification if necessary, and adopt a resolution recommending approval of the item to the City Council.

Chair Jackson asked if there were any questions of staff from the Commission.

Commissioner Henderson mentioned he liked the middle FAR diagram from the presentation that showed a four-story building built on half of a lot.

Ms. Kranitz asked to clarify which diagram he was referring to. She mentioned that eight stories would not realistically be possible because of the height limit. She wanted to make clear that the Commission was not choosing between lots, but how a developer could

develop a project. She mentioned that staff was looking for the Commission to choose an acceptable FAR.

Mr. Signo added that the diagrams were used as examples of what FAR could look like.

Commissioner Langley asked about the other areas being considered for modification.

Ms. Kranitz asked Mr. Signo to go back to the Summary of Changes table in the presentation. She suggested that the Commission could go through the table one by one.

Commissioner Langley agreed.

Chair Jackson asked the Commission what they would like to do. The Commissioners responded that they would like to go one by one through the table.

The Commission voted to not change the recommendation to limit amenity hotels to arterials or major collector streets. There was a majority consensus.

In regards to the approval mechanism, the Commission unanimously agreed on requiring a CUP.

The Commission voted to allow amenity hotels to have an FAR of 2.0.

Commissioner Langley asked if it included a maximum height of 65 feet, and suggested that 65 feet would limit what developers could do more than FAR.

Ms. Kranitz responded “yes,” and added that they may not actually get a 2.0 FAR once setbacks and height limits are considered.

Regarding minimum lot size, Commissioner Sherman asked why staff is recommending reducing the minimum lot size.

Ms. Kranitz indicated it would give the opportunity for more sites to be developed with an amenity hotel. According to the City’s Economic Development Manager, there is an opportunity to develop four hotels and up to 450 rooms total. This is what the City can support, and that would be on the high side. There would not be enough sites for amenity hotels if one acre were required. Reducing the minimum lot size to a half-acre would allow for the desired potential to be achieved.

Commissioner Sherman asked if this is only for hotels and not for any other use.

Ms. Kranitz indicated she does not believe there is another use that has a minimum lot size requirement outside of the 5,000 square foot limit when creating a lot.

Mr. Barragan indicated we do have a minimum lot size for car dealerships.

Commissioner Sherman indicated if it is limited to hotels then he is ok with it.

Ms. Kranitz added that carwashes and car dealerships also have a minimum lot size requirement.

All other Commissioners had no objections to reducing the minimum lot size.

Mr. Signo stated staff was looking to increase the building height to 65 feet in the C-3 zone.

Ms. Kranitz indicated this would be a cleanup to bring the C-3 zone in line with the height requirement for the C-2 and C-4 zones.

Commissioners voted unanimously to allow the height increase to 65 feet in the C-3 zone.

Commissioners discussed the height requirement of 50 feet within 100 feet of an R-3 or R-4 zone.

Mr. Signo read the code requirement on page 7 of the draft ordinance.

Ms. Kranitz indicated it is a five-foot height increase.

Mr. Signo indicated the increase is the same for commercial zones as it is for industrial zones.

Commissioners voted and had no objections to making the change.

Ms. Kranitz indicated the two-and-a-half story requirement is an older requirement and staff cannot recall how the requirement was established. Ms. Kranitz read the height requirements in the proposed ordinance. The only way to get to 65 feet is if it is a C-3 zone next to a commercial or manufacturing zone.

Commissioners voted and had no objections to removing the two-and-a-half story limit.

Mr. Signo explained the proposed changes to setbacks.

Chair Jackson asked to elaborate on the setback requirement.

Ms. Kranitz explained the setback requirement for corner lots. She mentioned that the street side setback was currently 10 feet and staff was looking to reduce it to 5 feet and to eliminate the 20-foot front yard requirement for amenity hotels.

Commissioner Langley indicated he is concerned with this change. He discussed an example on Redondo Beach Boulevard and Vermont Avenue, and indicated that narrowing the setbacks would be inappropriate.

Commissioner Pierce indicated he had no objections and eliminating the 20-foot requirement seems reasonable. He stated that it seemed like a lot of wasted space on a project that could be used for useful space.

Vice Chair Sherman stated he agrees with Commissioner Langley. He was concerned with reducing the side yard setback to five feet and was ok with taking away the 20-foot requirement and eliminating it for amenity hotels but was against reducing the side yard setback on the street side to five feet.

Chair Jackson stated she was against it as well.

Ms. Kranitz indicated that was ok; staff was there for the Commission to tell staff what to include or not.

Chair Jackson recalled a couple of years ago there was discussion on the General Plan about providing more walking space; that developers would provide more sidewalks; this Ordinance was counter to that. She stated green space was a big thing, and asked whether the City was getting away from that only for hotels? She stated that this would create a slippery slope.

Ms. Kranitz responded that the five-foot street side yard would be for all properties in the C-3 zone. She indicated she heard a majority say no to that and agree to eliminate the 20-foot front yard requirement for amenity hotels. The street side yard would not be changed.

Chair Jackson agreed but asked the other Commissioners for their vote.

Commissioner Langley indicated he would not reduce the side yard and would like to eliminate the 20 feet. He agreed with Chair Jackson on providing more walking space.

Vice Chair Sherman was against the five-foot street side yard but ok with eliminating the 20-foot front yard requirement.

Chair Jackson stated she is fine with that as well.

Mr. Signo read the next item dealing with parking. The proposed requirement would be 0.85 spaces for each room plus spaces for additional uses. There could also be a parking study to reduce parking further.

Ms. Kranitz stated parking was not a CEQA issue. She stated it may be too low and the Commission may advise staff of what they think the parking ratio should be.

Commissioner Langley asked about employee parking. He felt it was too much of a reduction.

Ms. Kranitz reminded the Commission that LLG, the City's traffic consultant, was available for questions.

Commissioner Henderson stated he would like to hear from the consultant.

Clare Look-Jaeger, from LLG, introduced herself and spoke about the parking analysis they prepared. She stated that based on other empirical surveys of hotels in other cities, they felt very comfortable proposing a ratio of 0.85 spaces per room, plus additional uses.

She stated other uses such as conference rooms could have parking apart from hotel parking. Parking was extremely expensive to build; a single space could cost $30K to $40K to build, so planning for parking would be very important. She provided parking data from ITE and ULI as presented in the parking analysis. She stated they felt this is in range with what other cities require.

Commissioner Langley asked about employee parking.

Ms. Look-Jaeger stated hotels would be on major collectors or roadways close to transit. The hotel industry was known to have employees that use transit, which would result in lower parking demand. The time of day would affect parking as well. Hotel parking was maximized late in the evening so there was an off-set with uses that operate during the day.

Ms. Kranitz also stated that not every guest drives. The new SoFi stadium would draw guest from the airport who would use a taxi or Uber, so there would be no one-to-one ratio of rooms to guests. Even if guests would be driving to hotels they may have two or three people per car with multiple rooms.

Commissioner Langley inquired whether there would be a separate parking study for each hotel or if only when the parking would be reduced from 0.85?

Ms. Kranitz stated if an amenity hotel would want to go below what the Code says, then a parking study would be required.

Commissioner Pierce stated that staff was overlooking something that impacts the City considerably and that is multiple apartments and such that impact parking and the area around those places. He was not sure that parking for hotels and its employees was not talking about the same issue.

Chair Jackson stated with apartments or condos, people live there; with hotels people are visiting for a short amount of time.

Commissioner Pierce agreed, except for the fact that there was not an adequate amount of parking at any cost because that is established by the people building the hotel. If it impacts the surrounding area he thinks it should be considered.

Chair Jackson clarified that if there is not sufficient parking at the hotel then people would be parking in the surrounding area.

Commissioner Pierce agreed, it would be impacting that area. If you go around some of the areas, specifically where he lives, it is significantly impacted by apartment buildings and those people that do not have enough parking.

Commissioner Sherman mentioned the elimination of parking for granny houses and garages where people are living in.

Ms. Kranitz stated the Commission needed to make a recommendation to the Council on what should change or what should be left. Staff does not support the request suggested

by a hotel developer, which was 0.85, because if there was a conference room there would be an impact. She asked Mr. Signo if staff included the hotel comparison of other cities.

Mr. Signo stated it was not in the presentation but was included in the staff report.

Ms. Jackson polled the Commission.

Commissioner Henderson voted to stick with the existing requirements.

Commissioner Pierce concurred, the proposed is not adequate and he suggested sticking to the existing requirement.

Commissioner Langley is in favor of 0.85 for each room space, but leave one space for every six rooms for employee and spaces for additional uses.

Vice Chair Sherman voted to keep it the same.

Chair Jackson liked 0.85 for each room, plus one space for every six employees, plus spaces for additional uses.

Ms. Kranitz clarified that the Commission's recommendation to City Council is that the Commission is not in agreement with the proposed reduction.

Chair Jackson understood the vote to be three in favor of keeping the existing requirement and two voted for 0.85 plus additional spaces.

Ms. Kranitz clarified the majority wants to leave it as is.

Chair Jackson agreed.

Mr. Signo read the next item regarding a parking demand study, which was being proposed to be removed.

Chair Jackson asked what a parking demand study was.

Ms. Kranitz explained it would be required to justify parking and reduce parking. She stated it would not make sense if we had a standard that is met, and we would still require a parking demand study to show it would be enough.

Chair Jackson tallied the Commission. All Commissioners agreed to eliminate this requirement.

Mr. Signo indicated there are no changes to the parking dimensions. That there was a change to the drive aisle width from 26 to 25 feet that would apply to all uses, not just amenity hotels.

Commissioner Langley found it was hard to maneuver a vehicle if it is reduced, so he was against it.

Vice Chair Sherman asked if the Fire Department has a 26-foot minimum clear to sky.

Mr. Signo explained that they do for a fire lane, but not all aisles are a fire lane. That there are even requirements for 28 feet in certain circumstances.

Ms. Kranitz indicated we would never override the Fire Department's standards.

Vice Chair Sherman indicated he was ok with reducing it as long as the Fire Department has access.

Chair Jackson stated she would like to leave it at 26 feet, but the majority preferred to accept the recommendation to reduce it to 25 feet.

Mr. Signo stated there are no changes with kitchens, but there was a proposal to eliminate a market feasibility study.

Ms. Kranitz explained a market feasibility study is currently required to show the market can support a hotel. She stated, however, if someone would come in with an amenity hotel, they would already be doing market studies before they would make a hotel proposal to the City.

Mr. Signo concurred that developers would be doing market studies on their own before making a proposal to the City.

Chair Jackson polled the Commission.

Commissioner Pierce stated he was in favor of eliminating the market feasibility study.

All other Commissioners agreed.

Chair Jackson asked the Commission for any further questions. After hearing none, she opened the public hearing and welcomed the public to speak on that item. After providing some time, there were no speakers.

Ms. Kranitz read into the record the Planning Commission's recommended changes to the amendments proposed by staff:

- A CUP still be required
- A 10-foot setback on side streets still be required
- No change to the parking ratio

Chair Jackson closed the public hearing.

MOTION: It was moved by Commissioner Pierce and seconded by Commissioner Langley to adopt Resolution No. PC 2-21 with the amendment read into the record by the Assistant City Attorney.

The motion passed by the following roll call vote:

Ayes: Pierce, Langley, Sherman, Jackson
Noes: None
Absent: Henderson (temporary technical problem)

Agenda Item #6

COMMUNITY DEVELOPMENT DIRECTOR'S REPORT

Acting Community Development Director Raymond Barragan thanked everyone including all of the Commissioners. He mentioned that in looking at the City, there had not been any part of the City that had not been improved and Gardena was in a better place than he had ever seen it. With that, he mentioned he had taken another position at another agency. He stated it had been a pleasure serving the Commission and the community. He thanked the Commissioners and staff for their support throughout the years, and especially this past year during COVID. He was able to drive around the City the other day and saw many sites that were problematic that are no longer there. He would like to see the continued progress and thanked everyone again. He introduced Interim Community Development Director Gregg McClain.

Chair Jackson stated she will miss Mr. Barragan and thanked him for his service.

Interim Community Development Director McClain introduced himself. He had been in Planning for 24 years. He got his start in Hawthorne and spent most of his time in planning in the South Bay. Recently he had been in El Segundo, and prior to that in Hawthorne for more than seven years. He found the meeting to be like a flashback and mentioned the issues are familiar to him. He expects to be the Interim Director for the next five or so months and wishes to get to meet everyone in person in the future. He stated it was an exciting opportunity to help the City and was looking forward to working with this team.

Ms. Kranitz mentioned she's known Gregg for many years and is excited he is joining us even though it would just be for the interim.

Agenda Item #7

PLANNING AND ENVIRONMENTAL QUALITY COMMISSION REPORTS

Commissioner Pierce wished Mr. Barragan the best in his endeavors and welcomed Mr. McClain to the City.

Commissioner Langley mentioned it had been a great experience and loved the work that Mr. Barragan had done. He will miss him. He was glad that Mr. McClain is on board and looks for the opportunity to meet face to face.

Commissioner Sherman had nothing to report.

Commissioner Henderson thanked Mr. Barragan for all his service to the City of Gardena. He welcomed Mr. McClain to the team. He mentioned his surgery was a success and he was on the road to recovery. He stated he was doing well and was glad he did not have to miss any Planning Commission meetings.

Chair Jackson mentioned she will miss Mr. Barragan and will be in touch. She welcomed Mr. McClain to the team and thanked everyone.

ADJOURNMENT

Chair Jackson adjourned the meeting at 9:06 P.M.

Respectfully submitted,

RAYMOND BARRAGAN, SECRETARY
Planning and Environmental Quality Commission

/S/ STEVE SHERMAN FOR

BRENDA JACKSON, CHAIR
Planning and Environmental Quality Commission

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Treasurer's Department

DATE: March 4, 2021

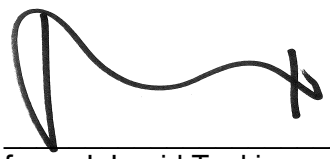
SUBJECT: WARRANT REGISTER
PAYROLL REGISTER

(a) March 9, 2021	TOTAL WARRANTS ISSUED:	$2,238,523.57

Wire Transfer: 11979-11984
Prepay: 162274-162277
Check Numbers: 162278-162453
Checks Voided:

Total Pages of Register: 19

February 26, 2021	TOTAL PAYROLL ISSUED:	$1,975,410.02



for J. Ingrid Tsukiyama, City Treasurer

cc: City Clerk

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
11979	2/16/2021	321408 U.S. POSTAL SERVICE	021221		TMX #259234 REPLENISH POSTAGE MI	6,000.00
					Total :	**6,000.00**
11980	2/17/2021	104058 ADMINSURE INC.	021621		WORKERS' COMP CLAIMS	27,912.88
					Total :	**27,912.88**
11981	2/23/2021	106110 ADVANCED BENEFIT SOLUTIONS, LLC	022321		HEALTH INSURANCE CLAIMS	60,859.61
					Total :	**60,859.61**
11982	2/25/2021	104058 ADMINSURE INC.	022521		WORKERS' COMP CLAIMS	19,040.44
					Total :	**19,040.44**
11983	2/25/2021	106110 ADVANCED BENEFIT SOLUTIONS, LLC	022521		HEALTH INSURANCE CLAIMS	101,057.79
					Total :	**101,057.79**
11984	2/26/2021	303348 EMPLOYMENT DEVELOPMENT, DEPARTMENT	OCT-DEC 2020		SUI FOR QUARTER ENDING 12/31/20	111,215.87
					Total :	**111,215.87**
162274	2/23/2021	101195 WASTE RESOURCES GARDENA	022221		WASTE COLLECTION	244,260.91
					Total :	**244,260.91**
162275	2/25/2021	110356 JIMNI SYSTEMS, INC.	33780		SERVICE CALL - REPAIR OF FAULTY M	976.43
					Total :	**976.43**
162276	3/1/2021	106110 ADVANCED BENEFIT SOLUTIONS, LLC	MARCH 2021		HEALTH, DENTAL & LIFE INSURANCE	106,846.34
					Total :	**106,846.34**
162277	3/1/2021	111016 KAISER FOUNDATION HEALTH PLAN	MARCH 2021		HEALTH INSURANCE	273,001.95
					Total :	**273,001.95**
162278	3/9/2021	106086 ABC COMPANIES	3166602		GTRANS PARTS SUPPLIES	1,174.30
			3166607		GTRANS PARTS SUPPLIES	83.79
					Total :	**1,258.09**
162279	3/9/2021	108131 AECOM	PERMIT #16325		PERMIT DEPOSIT REFUND - 14020 KIN	5,000.00
					Total :	**5,000.00**

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162280	3/9/2021	101748 AFTERMARKET PARTS COMPANY LLC, THE	82305574	037-09965	GTRANS AUTO PARTS	494.47
			82305602	037-09965	GTRANS AUTO PARTS	1,224.52
			82313406	037-09965	GTRANS AUTO PARTS	34.73
					Total :	**1,753.72**
162281	3/9/2021	111673 AGA ENGINEERS, INC.	20148	024-00716	2020 RADAR SPEED SURVEY	5,200.00
					Total :	**5,200.00**
162282	3/9/2021	111157 ALVAREZ, CHRYSTAL	RECEIPT#262/75478		REFUND - CLASS CANCELED DUE TO (	12.50
					Total :	**12.50**
162283	3/9/2021	111364 AMERICAN UNIFORMS, INC.	108		BUS UNIFORM SUPPLIES	711.06
			109		BUS UNIFORM SUPPLIES	330.73
					Total :	**1,041.79**
162284	3/9/2021	110578 ANSON, DONYEA	04/01-04/15/19		SPORTS SCOREKEEPER	30.00
					Total :	**30.00**
162285	3/9/2021	101628 AQUA-FLO SUPPLY	1673784		PARK MAINT SUPPLIES	328.10
					Total :	**328.10**
162286	3/9/2021	108625 ARAD OIL INC.	JANUARY 2021		CAR WASH	260.00
					Total :	**260.00**
162287	3/9/2021	111284 ARZU, KINSHA	RECEIPT#543718		REFUND - PROGRAM CANCELED DUE	60.00
					Total :	**60.00**
162288	3/9/2021	106965 ASSA ABLOY ENTRANCE, SYSTEMS US INC.	SEI/1382683		ROWLEY PARK SERVICE REPAIR	1,344.00
					Total :	**1,344.00**
162289	3/9/2021	104687 AT&T	15980410		TELEPHONE	317.62
			16036144		TELEPHONE	283.19
			16036145		TELEPHONE	384.62
			16036455		TELEPHONE	9,470.01
			16039264		TELEPHONE	659.80
			16069856		TELEPHONE	33.78
			16069857		TELEPHONE	86.41
			16069871		TELEPHONE	33.78

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162289	3/9/2021	104687 AT&T	(Continued)			
			16069879		TELEPHONE	33.78
			16069880		TELEPHONE	87.52
					Total :	**11,390.51**
162290	3/9/2021	616090 AT&T	3103232408 02/01/21		TELEPHONE	1,513.35
					Total :	**1,513.35**
162291	3/9/2021	111170 AT&T FIRSTNET	287290885074X021021		CITYWIDE CELL PHONE ACCT #287290	1,843.46
			287293416290X021021		PD CELL PHONE ACCT #287293416290	3,209.26
			287293420631X011021		PD CELL PHONE ACCT #287293420631	208.45
			287293420631X021021		PD CELL PHONE ACCT #287293420631	208.45
			287295242065X021021		PD CELL PHONE ACCT #287295242065	467.17
					Total :	**5,936.79**
162292	3/9/2021	100474 AT&T LONG DISTANCE	021221		TELEPHONE	38.43
			376315		LEA TRACKING	70.00
					Total :	**108.43**
162293	3/9/2021	100964 AT&T MOBILITY	287275680401x020121		PD CELL PHONE ACCT #287275680401	153.08
			287275680401X030121		PD CELL PHONE ACCT #287275680401	203.00
			287275681023X020121		PD CELL PHONE ACCT #287275681023	74.67
			287275681023X030121		PD CELL PHONE ACCT #287275681023	74.98
			287298156560X021021	073-00012	COVID-19 FIRSTNET COMMUNICATION	1,723.41
			828667974X02162021		CM CELL PHONE ACCT #828667974	78.12
			835577878X01012021		PD CELL PHONE ACCT #835577878	491.57
			835577878X02012021		PD CELL PHONE ACCT #835577878	493.00
			835577878X03012021		PD CELL PHONE ACCT #835577878	647.42
					Total :	**3,939.25**
162294	3/9/2021	111215 BARRIOS, KLINISTYNE	RECEIPT#183/75192		REFUND - CLASS CANCELED DUE TO (	36.00
					Total :	**36.00**
162295	3/9/2021	111481 BATEMAN COMMUNITY LIVING, LLC	INV4650004490	034-00458	SENIOR FEEDING PROGRAM	11,535.09
			INV4650004521	034-00458	SENIOR FEEDING PROGRAM	11,479.23
					Total :	**23,014.32**
162296	3/9/2021	102400 BAYSIDE MEDICAL CENTER	00117999		BLOOD DRAW	63.60

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162296	3/9/2021	102400 102400 BAYSIDE MEDICAL CENTER	(Continued)		**Total :**	**63.60**
162297	3/9/2021	104302 BEE N' WASP NEST REMOVAL, SERVICE, LLC	955564		HONEY BEE NEST REMOVAL - 13613 S.	95.00
					Total :	**95.00**
162298	3/9/2021	111687 BOISVERT, CHRISTINA	RA-SANDOVAL		COVID-19 RENTAL ASSISTANCE PROGI	5,000.00
					Total :	**5,000.00**
162299	3/9/2021	103029 CALIFORNIA FENCE & SUPPLY	0002976		STREET MAINT SUPPLIES	258.03
					Total :	**258.03**
162300	3/9/2021	103813 CAPPO, INC.	2021-2022		ANNUAL MEMBERSHIP	130.00
					Total :	**130.00**
162301	3/9/2021	803420 CARPENTER, ROTHANS & DUMONT, LAW OFI	37191		PROFESSIONAL SERVICES	396.00
			37192		PROFESSIONAL SERVICES	36.00
			37193		PROFESSIONAL SERVICES	122.40
			37194		PROFESSIONAL SERVICES	1,242.00
			37195		PROFESSIONAL SERVICES	900.00
			37196		PROFESSIONAL SERVICES	1,731.60
			37197		PROFESSIONAL SERVICES	211.40
			37198		PROFESSIONAL SERVICES	90.00
			37199		PROFESSIONAL SERVICES	72.00
			37200		PROFESSIONAL SERVICES	72.00
			37201		PROFESSIONAL SERVICES	90.00
			37202		PROFESSIONAL SERVICES	914.00
					Total :	**5,877.40**
162302	3/9/2021	109956 CASTILLA, RICHARD	JANUARY 2018		VOLUNTEER DRIVER	10.00
					Total :	**10.00**
162303	3/9/2021	111534 CLEAN ENERGY	CE12371020	037-09981	GTRANS OFFSITE CNG FUELING SERV	10,860.50
					Total :	**10,860.50**
162304	3/9/2021	111686 COMITZ, CHRISTINA	CIT #322124528		REFUND - CITATION DISMISSED	23.00
					Total :	**23.00**
162305	3/9/2021	110122 COMMANDSTAT ANALYTICS, INC	178		DATABASE MGMT & REPORTING PREP	1,800.00

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162305	3/9/2021	110122 110122 COMMANDSTAT ANALYTICS, INC	(Continued)		**Total :**	**1,800.00**
162306	3/9/2021	102388 COPYLAND, INC.	74381	037-09882	GTRANS HIGH GLOSS LABELS, COG L	564.23
					Total :	**564.23**
162307	3/9/2021	103353 CRM COMPANY, LLC.	LA17228		SCRAP TIRE DISPOSAL FEE	39.50
			LA17229		SCRAP TIRE DISPOSAL FEE	29.50
			LA17230		SCRAP TIRE DISPOSAL FEE	39.50
					Total :	**108.50**
162308	3/9/2021	111208 CRUZ, HERLINDA	RECEIPT#183/75464		REFUND - CLASS CANCELED DUE TO	12.50
					Total :	**12.50**
162309	3/9/2021	110319 CWE DIRECTOR	21457	024-00687	MS4 & NPDES PERMIT & WATER QUAL	46,726.63
			21467	024-00649	MS4 PERMIT WATER & SEDIMENT MON	2,040.00
					Total :	**48,766.63**
162310	3/9/2021	111377 DE NOVO PLANNING GROUP	2911		PROFESSIONAL SERVICES - HOUSING	5,620.00
					Total :	**5,620.00**
162311	3/9/2021	312558 DEPARTMENT OF ANIMAL CARE, & CONTROL	JANUARY 2021	023-01293	MONTHLY HOUSING SERVICES - JANU	4,265.28
					Total :	**4,265.28**
162312	3/9/2021	303459 DEPARTMENT OF JUSTICE	491067		FINGERPRINT APPS - JANUARY 2021	424.00
					Total :	**424.00**
162313	3/9/2021	312117 DEPARTMENT OF WATER & POWER	022621		LIGHT & POWER	90.95
					Total :	**90.95**
162314	3/9/2021	105182 DIRECTV	064118066X210120		DIRECTV SERVICE - BUSINESS XTRA -	2,127.87
					Total :	**2,127.87**
162315	3/9/2021	111185 DORSEY, LETANYA	RECEIPT#262/75585		REFUND - CLASS CANCELED DUE TO	34.00
					Total :	**34.00**
162316	3/9/2021	104258 DR. MARTIN LUTHER KING JR., COMMITTEE	KASKANIAN 17/18		COMMUNITY PROMOTIONS	100.00
					Total :	**100.00**

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162317	3/9/2021	109416 E S SPORTS	11286		CUSTOM GRAPHICS FOR UNIT PE-2	372.52
					Total :	**372.52**
162318	3/9/2021	105418 EMPIRE CLEANING SUPPLY	S4487933.001		COVID-19 EMERGENCY SUPPLIES	255.90
					Total :	**255.90**
162319	3/9/2021	109426 ESPINOSA, VANESSA	02/08-02/19/21		PROFESSIONAL SERVICES - CASE WO	1,260.00
					Total :	**1,260.00**
162320	3/9/2021	111193 ESQUIVEL, SUSANA	RECEIPT#183/75413		REFUND - CLASS CANCELED DUE TO (	12.50
					Total :	**12.50**
162321	3/9/2021	104380 E-Z FLOW CONCRETE PUMPING	9329		STREET MAINT SUPPLIES	325.00
					Total :	**325.00**
162322	3/9/2021	105539 FACTORY MOTOR PARTS CO.	109-627804		PW AUTO PARTS	618.05
					Total :	**618.05**
162323	3/9/2021	100055 FAIR HOUSING FOUNDATION	JANUARY 2021		CDBG CONSULTANT	1,535.81
					Total :	**1,535.81**
162324	3/9/2021	106129 FEDEX	7-226-24260		SHIPPING SERVICES	18.90
					Total :	**18.90**
162325	3/9/2021	111181 FLORES, MAYRA	RECEIPT#283/75429		REFUND - CLASS CANCELED DUE TO (	25.00
					Total :	**25.00**
162326	3/9/2021	107030 GARDENA AUTO PARTS	128288		PW AUTO PARTS	-22.05
			129733		PW AUTO PARTS	15.44
			130076		PW AUTO PARTS	114.49
			130418		PW AUTO PARTS	20.83
					Total :	**128.71**
162327	3/9/2021	111118 GARLAND, TAMARA	RECEIPT#183/75277		REFUND - CLASS CANCELED DUE TO (	17.00
					Total :	**17.00**
162328	3/9/2021	107056 GENFARE	90170676		GTRANS AUTO PARTS	45.64

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162328	3/9/2021	107056 107056 GENFARE	(Continued)		**Total :**	**45.64**
162329	3/9/2021	111247 GIDEON, DARRYL	RECEIPT#183/74603		REFUND - PROGRAM CANCELED DUE	240.00
					Total :	**240.00**
162330	3/9/2021	111406 GLEN, SHARON	RECEIPT#263/75136		REFUND - EVENT CANCELED DUE TO (	30.00
					Total :	**30.00**
162331	3/9/2021	110869 GLYMPH, DAMON	110419		REFUND - YOUTH FLAG FOOTBALL	40.00
					Total :	**40.00**
162332	3/9/2021	619004 GOLDEN STATE WATER CO.	022221		WATER	11,809.75
					Total :	**11,809.75**
162333	3/9/2021	111459 GOMEZ, ANGELICA	RECEIPT#183/75589		REFUND - PROGRAM CANCELED DUE	45.00
					Total :	**45.00**
162334	3/9/2021	207435 GONSALVES, RODNEY	012819		REIMBURSEMENT - GPD EXPLORERS	116.25
					Total :	**116.25**
162335	3/9/2021	111685 GONZALEZ, RAFAEL	DR #19-3494		RETURN MONEY BOOKED AS EVIDEN(	1,832.18
					Total :	**1,832.18**
162336	3/9/2021	102486 GOODPASTER, PATRICK	WINTER 2020		EDUCATIONAL REIMBURSEMENT	975.00
					Total :	**975.00**
162337	3/9/2021	107513 GRAINGER	9763061802		BUS FACILITY SUPPLIES	495.61
			9773661799		BUS FACILITY SUPPLIES	46.91
			9777988354		BUS FACILITY SUPPLIES	251.92
			9793578676		BUS FACILITY SUPPLIES	133.51
			9796025519		BUS FACILITY SUPPLIES	107.08
			9805392298		BUS FACILITY SUPPLIES	417.25
			9805456036		BUS FACILITY SUPPLIES	229.93
					Total :	**1,682.21**
162338	3/9/2021	111684 GUTIERREZ, WILLIAM G.	PERMIT #50017-0344		PERMIT DEPOSIT REFUND - 1127 W. 16	15,000.00
					Total :	**15,000.00**

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162339	3/9/2021	110588 H&H NURSERY	16116		TREE TRIMMING MAINT SUPPLIES	89.41
					Total :	**89.41**
162340	3/9/2021	111484 HANNA, BROPHY, MACLEAN,, MCALEER & JEI	1995688		PROFESSIONAL SERVICES	650.00
					Total :	**650.00**
162341	3/9/2021	111690 HARMONY BITES	10002		FOOD DELIVERY SERVICES - PANTRIE	400.00
					Total :	**400.00**
162342	3/9/2021	208114 HASSOLDT, MATTHEW S.	021821		MEDICAL REIMBURSEMENT	648.28
					Total :	**648.28**
162343	3/9/2021	208478 HEITMEYER, JAMES	022221		MEDICAL REIMBURSEMENT	2,750.00
					Total :	**2,750.00**
162344	3/9/2021	108434 HOME DEPOT CREDIT SERVICES	0542630		BLDG MAINT SUPPLIES	36.31
			0678836	034-00470	REC PROGRAM SUPPLIES	3,100.45
			1231956		HOME IMPROVEMENT PROGRAM	-66.09
			1313286		HOME IMPROVEMENT PROGRAM	244.98
			1313646		HOME IMPROVEMENT PROGRAM	149.17
			1360410		HOME IMPROVEMENT PROGRAM	28.97
			2050920		GTRANS MAINT SUPPLIES	320.31
			2520937		BLDG MAINT SUPPLIES	18.83
			3050834		BLDG MAINT SUPPLIES	273.31
			3324693		HOME IMPROVEMENT PROGRAM	154.27
			4010160		STREET MAINT SUPPLIES	208.47
			5324401		HOME IMPROVEMENT PROGRAM	39.61
			6050453		BLDG MAINT SUPPLIES	136.73
			7020270		BLDG MAINT SUPPLIES	504.95
			8320042		PARK MAINT SUPPLIES	61.63
					Total :	**5,211.90**
162345	3/9/2021	100275 HONEYWELL	5255177829	024-00668	HVAC MAINTENANCE CONTRACT-APR	26,037.80
					Total :	**26,037.80**
162346	3/9/2021	111048 HOOPER, MECHELLE	RECEIPT#183/75559		REFUND - EVENT CANCELED DUE TO	30.00
					Total :	**30.00**

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162347	3/9/2021	101031 HOUSING PROGRAMS	3-CDBG-CV (SBAP)		CDBG - CV SMALL BUSINESS ASSISTAI	4,810.00
					Total :	**4,810.00**
162348	3/9/2021	103314 HYDE, ERIC	021821		REFUND - LOAN #001 PAID OFF ~	170.90
			03/17-03/22		TRAINING - SHERMAN BLOCK SUPERV	150.00
					Total :	**320.90**
162349	3/9/2021	106714 INTERSTATE BATTERIES OF, CALIFORNIA CO.	130097613		GTRANS AUTO PARTS	1,093.42
					Total :	**1,093.42**
162350	3/9/2021	103064 ITERIS, INC.	130800		PEDESTRIAN RECALL TRAP REMOVAL	1,510.00
					Total :	**1,510.00**
162351	3/9/2021	108555 JALISCO TIRE & AUTO REPAIR	020921		(4) TIRES MOUNT & BALANCE	60.00
			021421		FLAT REPAIR	10.00
			072720		(4) TIRES MOUNT & BALANCE	60.00
					Total :	**130.00**
162352	3/9/2021	111329 JOHNSON, DANA	RECEIPT#283/74577		REFUND - CLASS CANCELED DUE TO (	24.50
					Total :	**24.50**
162353	3/9/2021	111466 KIM, ROY	030320		REFUND - CANDIDATE STATEMENT DE	14.69
					Total :	**14.69**
162354	3/9/2021	110385 KIMLEY-HORN AND ASSOCIATES, INC	194091007-0121	032-00074	DEVELOPMENT SERVICES - ROSECRA	530.00
					Total :	**530.00**
162355	3/9/2021	111688 KISSEL, LEONARD	RA-PASHLEY		COVID-19 RENTAL ASSISTANCE PROGI	4,350.00
					Total :	**4,350.00**
162356	3/9/2021	111045 KJ SERVICES	2090		BOTTLE & CAN RECYCLING PROGRAM	531.25
			2091		USED OIL PROGRAM EXPENSE - JANU	1,998.00
					Total :	**2,529.25**
162357	3/9/2021	111260 KJOS, BARBARA JEAN	FEBRUARY 2021		GARDENA FAMILY CHILD CARE PROGF	1,450.00
					Total :	**1,450.00**
162358	3/9/2021	312240 L.A. COUNTY DEPARTMENT OF, PUBLIC WOR	21020804457	024-00679	TRAFFIC SIGNAL MAINT - HIGHWAY SA	1,479.26

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162358	3/9/2021	312240 312240 L.A. COUNTY DEPARTMENT OF, PUBLIC (Continued)			**Total :**	**1,479.26**
162359	3/9/2021	312039 L.A. COUNTY FIRE DEPARTMENT	C0009756	023-01284	FIRE PROTECTION SERVICES - APRIL 2	815,979.00
					Total :	**815,979.00**
162360	3/9/2021	312113 L.A. COUNTY SHERIFF'S DEPT	211525BL		INMATE MEAL DELIVERY PROGRAM - J	347.60
					Total :	**347.60**
162361	3/9/2021	110783 LA COUNTY METRO TRANSPORTATION, AGEN	FY20/JAN 21		LA METRO EZ PAZZ & TAP FARE ADJUS	7,485.60
					Total :	**7,485.60**
162362	3/9/2021	109939 LA UNIFORMS & TAILORING	22		PD UNIFORM SUPPLIES	887.51
			23		PD UNIFORM SUPPLIES	777.26
			24		PD UNIFORM SUPPLIES	887.51
			7546		PD UNIFORM SUPPLIES	132.19
					Total :	**2,684.47**
162363	3/9/2021	111167 LAFLORA-CHERRY, KAI'DEN	101		BLACK HISTORY MONTH - DJ SERVICE	150.00
					Total :	**150.00**
162364	3/9/2021	105874 LAWSON PRODUCTS, INC.	9308208888		BUS SHOP SUPPLIES	613.13
					Total :	**613.13**
162365	3/9/2021	102137 LE, CAMMIE	021821		MEDICAL REIMBURSEMENT	1,700.20
					Total :	**1,700.20**
162366	3/9/2021	102376 LEXISNEXIS RISK SOLUTIONS	1328345-20210131		MONTHLY SUBSCRIPTION FEE	1,520.16
					Total :	**1,520.16**
162367	3/9/2021	112260 LIEBERT CASSIDY WHITMORE	1512134		PROFESSIONAL SERVICES	152.00
					Total :	**152.00**
162368	3/9/2021	110541 LIPSKINS-SCOTT, BRIAN	03/16-03/31/19		SPORTS OFFICIAL	100.00
					Total :	**100.00**
162369	3/9/2021	109517 LOAD N' GO BUILDING MATERIALS	18528		STREET MAINT SUPPLIES	73.07
					Total :	**73.07**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162370	3/9/2021	111096 LOPEZ, VICTOR	RECEIPT #283/75606		REFUND - YOUTH SOCCER	55.00
					Total :	**55.00**
162371	3/9/2021	111467 LOVE, WANDA	030320		REFUND - CANDIDATE STATEMENT DE	14.69
					Total :	**14.69**
162372	3/9/2021	105082 MAJESTIC LIGHTING, INC.	ML77116		SIGNS/SIGNALS SUPPLIES	42.71
			ML79594		BLDG MAINT SUPPLIES	17.87
			ML79637		BLDG MAINT SUPPLIES	251.34
					Total :	**311.92**
162373	3/9/2021	813030 MANNING & KASS	698383		LEGAL SERVICES	6,260.66
					Total :	**6,260.66**
162374	3/9/2021	113046 MARX BROS. FIRE EXTINGUISHER, CO., INC.	P30462		FIRE EXTINGUISHER SERVICE - HS	142.36
					Total :	**142.36**
162375	3/9/2021	113064 MCMASTER-CARR SUPPLY COMPANY	53022945		GTRANS SHOP SUPPLIES	539.96
			53476506		GTRANS SHOP SUPPLIES	57.68
			53551531		STREET MAINT SUPPLIES	51.87
					Total :	**649.51**
162376	3/9/2021	110784 MD AUTOBODY	1226	037-09995	ACCIDENT REPAIR - 827	3,007.50
					Total :	**3,007.50**
162377	3/9/2021	111207 MEDEROS, GENEVIEVE	RECEIPT#263/75333		REFUND - CLASS CANCELED DUE TO (	12.50
					Total :	**12.50**
162378	3/9/2021	110340 MENTGES, JULIA	183/66125		CLASS REGISTRATION REFUND	25.00
					Total :	**25.00**
162379	3/9/2021	100078 MESSINA, BRIAN	GEPCO 2021		GEPCO LOAN	2,000.00
					Total :	**2,000.00**
162380	3/9/2021	109331 MGT OF AMERICA CONSULTING, LLC	38953	023-01314	SB 90 CLAIMS SERVICE	3,450.00
			39060	023-01314	SB 90 CLAIMS SERVICE	3,450.00
					Total :	**6,900.00**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162381	3/9/2021	110206 MICHELIN NORTH AMERICA, INC.	DA0045908727	037-09862	GTRANS' BUS TIRE LEASE SERVICES -	4,580.56
					Total :	**4,580.56**
162382	3/9/2021	103093 MOBILE RELAY ASSOCIATES, INC.	80015595	037-09964	GTRANS BUS RADIO SYSTEM RENTAL	11,059.49
			80015687	037-09858	GTRANS BUS RADIO SYSTEM RENTAL	271.53
					Total :	**11,331.02**
162383	3/9/2021	111128 MORISHITA, CHIAKI	RECEIPT#183/75230		REFUND - CLASS CANCELED DUE TO (	17.00
					Total :	**17.00**
162384	3/9/2021	113605 MUTUAL LIQUID GAS & EQUIPMENT, CO., INC	513622		PROPANE GAS	170.50
					Total :	**170.50**
162385	3/9/2021	105622 N/S CORPORATION	0102758	037-09955	GTRANS BUS WASH EQUIPMENT MAIN	715.52
					Total :	**715.52**
162386	3/9/2021	110575 OCCUPATIONAL HEALTH CENTERS, OF CALIF	012721		INITIAL VISIT, X-RAY, MEDICATION & SU	395.87
			020321		VISIT FEE, PROGRESS REPORT	121.45
			70309015		RANDOM BAT, UDS COLL, DOT RECER	149.50
			70385127		DOT RECERT, INJURY CARE BAT, UDS	509.50
			70466343		RANDOM BAT, UDS COLL, PHYS	347.50
					Total :	**1,523.82**
162387	3/9/2021	111468 OGHIE, OCHUWA	030320		REFUND - CANDIDATE STATEMENT DE	14.69
					Total :	**14.69**
162388	3/9/2021	108921 OMEGA POLYGRAPH	01775		PRE-EMPLOYMENT POLYGRAPH EXAM	225.00
					Total :	**225.00**
162389	3/9/2021	111358 O'REILLY AUTO PARTS	478864		GTRANS AUTO PARTS	197.79
			491994		PW AUTO PARTS	96.84
			492042 02/10/21		PW AUTO PARTS	67.26
			492328		GTRANS AUTO PARTS	228.44
			494278		GTRANS AUTO PARTS	85.86
					Total :	**676.19**
162390	3/9/2021	115810 ORKIN PEST CONTROL	207750740		PEST CONTROL - ACCT #27336703	230.90

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162390	3/9/2021	115810 115810 ORKIN PEST CONTROL	(Continued)		**Total :**	**230.90**
162391	3/9/2021	100663 OVERLAND PACIFIC & CUTLER, INC	2009219		PROFESSIONAL SERVICES	1,775.00
					Total :	**1,775.00**
162392	3/9/2021	109165 PACIFIC FIRE AND MARINE	3022		BUS SHOP SUPPLIES	1,856.03
					Total :	**1,856.03**
162393	3/9/2021	103673 PACIFIC PRODUCTS & SERVICE, LLC	28163		SIGNS/SIGNALS SUPPLIES	839.28
					Total :	**839.28**
162394	3/9/2021	111172 PADILLA, CYNTHIA	RECEIPT#75117		REFUND - CLASS CANCELED DUE TO (	17.00
					Total :	**17.00**
162395	3/9/2021	109297 PEREZ, JUAN	01/24-01/28		TRAINING - RADAR OPERATOR	150.00
					Total :	**150.00**
162396	3/9/2021	105574 PINNACLE PETROLEUM, INC.	0240954	037-09960	87 OCTANE REGULAR UNLEADED CAR	24,244.34
			0240955	037-09960	87 OCTANE REGULAR UNLEADED CAR	24,211.56
					Total :	**48,455.90**
162397	3/9/2021	111189 PONTI, DAO	RECEIPT#225/75383		REFUND - CLASS CANCELED DUE TO (	92.00
					Total :	**92.00**
162398	3/9/2021	101958 PROFORCE LAW ENFORCEMENT	437554		PD TACTICAL EQUIPMENT	1,546.77
					Total :	**1,546.77**
162399	3/9/2021	106092 PRUDENTIAL OVERALL SUPPLY	42596763		UNIFORM & SUPPLY RENTAL	97.32
			42596764		UNIFORM & SUPPLY RENTAL	82.96
			42596765		SUPPLY RENTAL - MATS - GTRANS	50.10
			42597131		UNIFORM & SUPPLY RENTAL	265.70
			42598796	024-00682	CUSTODIAL SUPPLIES	2,194.54
			42598797		UNIFORM & SUPPLY RENTAL	138.20
			42598798		UNIFORM & SUPPLY RENTAL	45.03
			42598799		SUPPLY RENTAL - MATS - GTRANS	50.10
			42598800		SUPPLY RENTAL - MATS - NCC	13.65
			42598801		SUPPLY RENTAL - MATS - CH	19.00
			42598802		SUPPLY RENTAL - MATS - PD	91.60

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162399	3/9/2021	106092 PRUDENTIAL OVERALL SUPPLY	(Continued)			
			42598803		SUPPLY RENTAL - MATS - HS	11.60
			42599119		UNIFORM & SUPPLY RENTAL	285.50
					Total :	**3,345.30**
162400	3/9/2021	116575 PSYCHOLOGICAL CONSULTING, ASSOCIATES	52424		OIS DEBRIEFING - PD	350.00
					Total :	**350.00**
162401	3/9/2021	103907 QUINN COMPANY	PC810908103		PW AUTO PARTS	717.23
					Total :	**717.23**
162402	3/9/2021	111574 RACE COMMUNICATIONS	RC469783		FIBER INTERNET SERVICES - MARCH 2	5,464.80
					Total :	**5,464.80**
162403	3/9/2021	109868 READ, SARAH	022621		MGMT ANNUAL HEALTH BENEFIT	546.30
					Total :	**546.30**
162404	3/9/2021	118228 REGENTS OF THE UNIVERSITY OF, THE	10994118		CA TORT GUIDE 3RD UPDATE 21	204.55
					Total :	**204.55**
162405	3/9/2021	100515 REGISTRAR-RECORDER/COUNTY, CLERK	030121		NOTICE OF DETERMINTATION (NOD) ~	2,555.25
					Total :	**2,555.25**
162406	3/9/2021	111257 RHEE, MICHAEL	RECEIPT#183/75499		REFUND - PROGRAM CANCELED DUE	120.00
					Total :	**120.00**
162407	3/9/2021	118476 RICOH USA, INC.	9028731959		RICOH MPC3503 COPIER LEASE - CLEI	175.70
			9028731960		RICOH PRO8100SE COPIER LEASE - PI	459.79
			9028731962		RICOH PRO8100S COPIER LEASE - PR	738.33
			9028731965		RICOH MPC3503 COPIER LEASE - CD~	236.10
			9028731966		RICOH MPC3503 COPIER LEASE -CM~	246.46
			9028748814		RICOH MPC3503 COPIER LEASE - FCC	209.22
			9028748860		RICOH MPC3503 COPIER LEASE - ADM	162.96
			9028748959		RICOH MPC3503 COPIER LEASE - HS~	131.99
			9028749256		RICOH MPC3503 COPIER LEASE - CHIE	143.35
			9028749257		RICOH MPC3503 COPIER LEASE - REC	187.53
			9028749280		RICOH COPIER LEASE AND USAGE CH	2,107.22
			9028749429		RICOH DD6650P COPIER LEASE - PRIN	556.24

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162407	3/9/2021	118476 RICOH USA, INC.	(Continued)			
			9028749430		RICOH PRO8100S COPIER LEASE - PR	380.97
			9028749431		RICOH MPC6003 COPIER LEASE - PD S	217.78
			9028749528		RICOH MPC3503 COPIER LEASE - PW -	165.00
			9028749529		RICOH MPC3503 COPIER LEASE - GTR	182.17
			9028749647		RICOH MPC3503 COPIER LEASE - SR. I	159.15
			9028757166		RICOH MPC3503 COPIER USAGE CHAI	310.36
					Total :	**6,770.32**
162408	3/9/2021	100585 RKA CONSULTING GROUP	30791		ENGINEERING PLAN CHECK SERVICES	280.00
					Total :	**280.00**
162409	3/9/2021	111495 ROBINSON-PASSLEY, SHARON	MARCH 2021		COBRA REIMBURSEMENT	588.25
					Total :	**588.25**
162410	3/9/2021	111389 ROZUL, ROSEMARIE	RECEIPT#183/75126		REFUND - EVENT CANCELED DUE TO (	30.00
					Total :	**30.00**
162411	3/9/2021	119022 SAFE MART OF SOUTHERN, CALIFORNIA, INC	91917		CD PROGRAM SUPPLIES	380.02
			91936		PD PROGRAM SUPPLIES	10.36
					Total :	**390.38**
162412	3/9/2021	219364 SAFFELL, MICHAEL	021821		REFUND - ICMA MISC DISTRIBUTION ~	515.50
					Total :	**515.50**
162413	3/9/2021	108583 SALDANA, VICTOR	01/24-01/28		TRAINING - RADAR OPERATOR	150.00
					Total :	**150.00**
162414	3/9/2021	319125 SAN BERNARDINO COUNTY, SHERIFF'S DEPA	20328		USE OF SHERIFF'S FIRING RANGE	1,460.00
					Total :	**1,460.00**
162415	3/9/2021	111408 SANCHEZ, MARCO	RECEIPT#14/74834		REFUND - EVENT CANCELED DUE TO (	30.00
					Total :	**30.00**
162416	3/9/2021	110676 SF MOBILE-VISION, INC	35669	035-01042	SOFTWARE FOR PATROL IN-CAR CAMI	5,093.58
				035-01042		
					Total :	**5,093.58**

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162417	3/9/2021	107006 SHAMROCK COMPANIES	2474932		SIGNS/SIGNALS SUPPLIES	21.88
			2475005		STREET MAINT SUPPLIES	340.98
					Total :	**362.86**
162418	3/9/2021	109918 SHIGE'S FOREIGN CAR SERVICE	80919	035-01021	2014 FORD INTRCPTR #1442350 SERVI	833.65
			80940	035-01021	2015 FORD INTRCPTR #1462934 SERVI	322.92
					Total :	**1,156.57**
162419	3/9/2021	110786 SIMMONS, GABRIELLE	6		INTERN SERVICES - MARCH 2020	100.00
					Total :	**100.00**
162420	3/9/2021	111090 SMITH, LAQUITA	RECEIPT# 183/75241		REFUND - YOUTH SOCCER	45.00
					Total :	**45.00**
162421	3/9/2021	219522 SMITH, MICHAEL	021021		MGMT ANNUAL HEALTH BENEFIT	500.00
					Total :	**500.00**
162422	3/9/2021	107761 SOCAL STORMWATER RUNOFF, SOLUTION S	4960	037-09926	FACILITY STORMWATER COMPLIANCE	5,145.00
			4961	037-09948	FACILITY STORMWATER COMPLIANCE	5,370.00
					Total :	**10,515.00**
162423	3/9/2021	119202 SOUTH BAY DOCUMENT DESTRUCTION, INC	77147		DOCUMENT DESTRUCTION 02/15/21	100.00
					Total :	**100.00**
162424	3/9/2021	318010 SOUTHERN CALIFORNIA ASSOC., OF GOVER	2020-2021		ANNUAL DUES ASSESSMENT	5,177.60
					Total :	**5,177.60**
162425	3/9/2021	619003 SOUTHERN CALIFORNIA EDISON	022521		LIGHT & POWER	12,414.52
					Total :	**12,414.52**
162426	3/9/2021	110699 TALLO INTING, AEDONN TIM	PERMIT #39546		REFUND - PERMIT RENEWAL NOT NEE	125.00
					Total :	**125.00**
162427	3/9/2021	100609 TANK SPECIALISTS OF CALIFORNIA	30343		PROFESSIONAL SERVICES - CERS SUI	750.00
					Total :	**750.00**
162428	3/9/2021	109411 TITAN LEGAL SERVICES, INC.	SU347242-06-01		PROFESSIONAL SERVICES	182.93
			SU347242-07-01		PROFESSIONAL SERVICES	94.23

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162428	3/9/2021	109411 109411 TITAN LEGAL SERVICES, INC.	(Continued)		**Total :**	**277.16**
162429	3/9/2021	109775 TOMS TRUCK CENTER NORTH COUNTY	1217225	037-09979	GTRANS AUTO PARTS	335.69
			1217335	037-09979	GTRANS AUTO PARTS	511.34
			1217434	037-09979	GTRANS AUTO PARTS	2,753.56
			1217443	037-09979	GTRANS AUTO PARTS	121.73
			1217680	037-09979	GTRANS AUTO PARTS	134.85
			1217694	037-09979	GTRANS AUTO PARTS	142.94
			1218077	037-09979	GTRANS AUTO PARTS	258.82
			1218294		GTRANS AUTO PARTS	1,077.08
					Total :	**5,336.01**
162430	3/9/2021	120525 TRANS UNION LLC	01104838		CREDIT REPORT	29.58
					Total :	**29.58**
162431	3/9/2021	120854 TURF STAR INC.	7159448		PW AUTO PARTS	464.69
					Total :	**464.69**
162432	3/9/2021	109900 U.S. BANK CORPORATE PAYMENT, SYSTEMS	BEEMAN 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	215.74
			BEEMAN 12/22/20		CAL CARD STATEMENT 11/23-12/22/20	624.99
			FINANCE 01/22/21		CAL CARD STATEMENT 12/23-01/22/21	2,018.25
			FINANCE 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	2,264.02
			FINANCE 12/22/20		CAL CARD STATEMENT 11/23-12/22/20	939.39
			MACIEL 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	719.19
			PALMA 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	1,962.77
			PD TRNING4 01/22/21		CAL CARD STATEMENT 12/23-01/22/21	363.96
			ROMERO 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	585.74
			SAFFELL 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	150.00
			VERCELES 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	1,069.95
			WARD 02/22/21		CAL CARD STATEMENT 01/23-02/22/21	913.84
					Total :	**11,827.84**
162433	3/9/2021	107274 U.S. TOW, INC.	00198	037-09959	TOWING SERVICES FOR BUS #763	60.00
			00199	037-09959	TOWING SERVICES FOR BUS #882	101.00
			00200	037-09959	TOWING SERVICES FOR BUS #775	60.00
			00214	037-09959	TOWING SERVICES FOR BUS #768	60.00
			00215	037-09959	TOWING SERVICES FOR BUS #712	60.00

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162433	3/9/2021	107274 U.S. TOW, INC.	(Continued)			
			00216	037-09959	TOWING SERVICES FOR BUS #762	60.00
			00217	037-09959	TOWING SERVICES FOR BUS #763	60.00
			00218	037-09959	TOWING SERVICES FOR BUS #708	60.00
			00224	037-09959	TOWING SERVICES FOR BUS #768	118.00
			00225	037-09959	TOWING SERVICES FOR BUS #768	60.00
					Total :	**699.00**
162434	3/9/2021	121275 UNDERGROUND SERVICE ALERT, OF SC	dsb20200221		NEW TICKETS	55.38
					Total :	**55.38**
162435	3/9/2021	121407 UPS	649922071 02/13/21		SHIPPING SERVICE CHARGES	165.00
					Total :	**165.00**
162436	3/9/2021	106754 URBAN RESTORATION GROUP US, INC.	00027825		STREET MAINT SUPPLIES	1,609.82
					Total :	**1,609.82**
162437	3/9/2021	111689 UZOMAH, NDUKA	RA-JOHNSON		COVID-19 RENTAL ASSISTANCE PROG	5,000.00
					Total :	**5,000.00**
162438	3/9/2021	111682 VALLEJOS, TOM	PERMIT #16609		PERMIT DEPOSIT REFUND - 2201 MAR	1,000.00
					Total :	**1,000.00**
162439	3/9/2021	111210 VAZQUEZ, SAORI	RECEIPT#183/75479		REFUND - CLASS CANCELED DUE TO (	12.50
					Total :	**12.50**
162440	3/9/2021	105316 VECTOR RESOURCES, INC.	86468	035-01055	PD BUILDING REPAIRS TO OUTDOOR I	4,543.50
					Total :	**4,543.50**
162441	3/9/2021	122050 VERIZON WIRELESS	9871643503		REC CELL PHONE SERVICE~	968.66
			9873091739		PW CELL PHONE SERVICE~	990.88
					Total :	**1,959.54**
162442	3/9/2021	822531 VERMILLION INVESTIGATIONS	20321		INVESTIGATION SERVICES	700.50
					Total :	**700.50**
162443	3/9/2021	105861 VERSATILE SYSTEMS, INC.	5830	037-09999	FALL RESTRAINT HARNESS FOR MAIN	4,724.21

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Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount
162443	3/9/2021	105861 105861 VERSATILE SYSTEMS, INC.	(Continued)		**Total :**	**4,724.21**
162444	3/9/2021	103841 VILLAGE AUTO SPA	JANUARY 2021		CAR WASH	44.98
					Total :	**44.98**
162445	3/9/2021	108342 VIVINT SOLAR DEVELOPMENT LLC	50019-0430		PERMIT DEPOSIT REFUND - 13011 S. W	140.00
			70019-0240		PERMIT DEPOSIT REFUND - 13011 S. W	173.00
					Total :	**313.00**
162446	3/9/2021	104107 WAXIE SANITARY SUPPLY	79818966		COVID-19 EMERGENCY SUPPLIES	55.21
					Total :	**55.21**
162447	3/9/2021	100107 WAYNE ELECTRIC CO.	199209		GTRANS AUTO PARTS	361.35
					Total :	**361.35**
162448	3/9/2021	123154 WEST COAST ARBORISTS, INC.	169185	024-00676	TREE TRIMMING SERVICES FY 2021	10,118.00
			169469	024-00676	TREE TRIMMING SERVICES FY 2020/2(	12,782.00
					Total :	**22,900.00**
162449	3/9/2021	111683 WOODWARD, CATHERINE	021721		REBATE - TERMITE TREATMENT @ 50%	1,100.00
					Total :	**1,100.00**
162450	3/9/2021	125001 YAMADA COMPANY, INC.	80393		PARK MAINT SUPPLIES	30.21
					Total :	**30.21**
162451	3/9/2021	111115 YANCEY, PATTY	RECEIPT#283/75549		REFUND - CLASS CANCELED DUE TO (	12.50
					Total :	**12.50**
162452	3/9/2021	111681 ZAIDI, SHAHBAZ	PERMIT #16725		PERMIT DEPOSIT REFUND - 1029 W. 16	500.00
					Total :	**500.00**
162453	3/9/2021	104934 ZUMAR INDUSTRIES, INC.	91699		STREET MAINT SUPPLIES	466.64
					Total :	**466.64**

186 Vouchers for bank code : usb **Bank total :** **2,238,523.57**

186 Vouchers in this report **Total vouchers :** **2,238,523.57**

Bank code : usb

Voucher	Date	Vendor	Invoice	PO #	Description/Account	Amount

CLAIMS VOUCHER APPROVAL

I hereby certify that the demands or claims covered by the checks listed on pages 1 to 19 inclusive of the check register are accurate and funds are available for payment thereof.

By: _____

Chief Fiscal Officer

This is to certify that the claims or demands covered by checks listed on pages 1 to 19 inclusive of the check register have been audited by the City Council of the City of Gardena and that all of the said checks are approved for payment except check numbers:

_____

_____ 03/09/2021

Mayor Date

_____ _____

Councilmember Date

_____ _____

Councilmember Date

Acknowledged:

_____ _____

Councilmember Date

_____ _____

Councilmember Date

CITY OF GARDENA

INVESTMENT REPORT

January 2021

Reviewed: Deputy City Treasurer

Reviewed: Chief Fiscal Officer

City of Gardena Consolidated - Account #10647

MONTHLY ACCOUNT STATEMENT

JANUARY 1, 2021 THROUGH JANUARY 31, 2021

Chandler Team:
For questions about your account, please call (800) 317-4747,
or contact **operations@chandlerasset.com**

CHANDLER ASSET MANAGEMENT
chandlerasset.com

Information contained herein is confidential. We urge you to compare this statement to the one you receive from your qualified custodian. Please see Important Disclosures.

City of Gardena Consolidated

Account #10647

Portfolio Summary

As of January 31, 2021

PORTFOLIO CHARACTERISTICS

Average Modified Duration	1.00
Average Coupon	1.36%
Average Purchase YTM	0.95%
Average Market YTM	0.25%
Average S&P/Moody Rating	AA-/Aa2
Average Final Maturity	1.13 yrs
Average Life	1.02 yrs

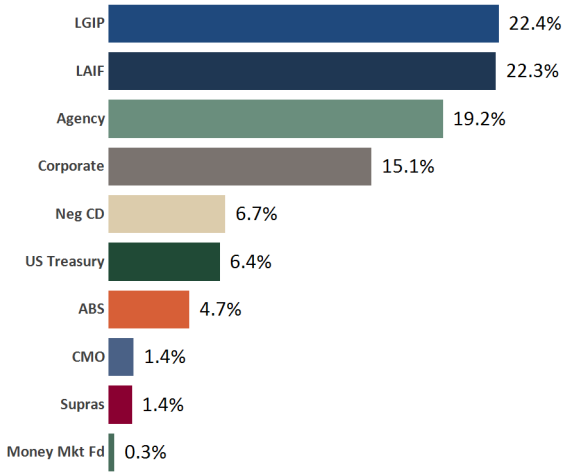
ACCOUNT SUMMARY

	Beg. Values as of 12/31/20	End Values as of 1/31/21
Market Value	29,767,330	29,787,730
Accrued Interest	74,364	64,359
Total Market Value	**29,841,695**	**29,852,089**
Income Earned	26,762	26,565
Cont/WD		
Par	23,291,825	23,313,200
Book Value	29,300,579	29,336,833
Cost Value	29,335,283	29,374,598

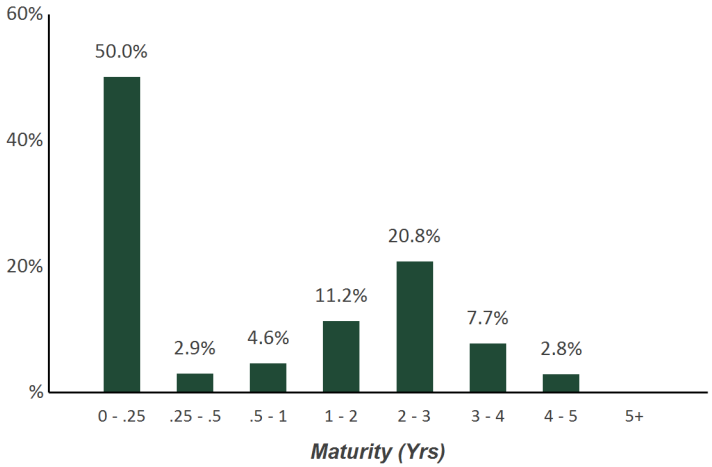
TOP ISSUERS

CalTrust	22.4%
Local Agency Investment Fund	22.3%
Federal Home Loan Mortgage Corp	10.3%
Government of United States	6.4%
Federal Home Loan Bank	4.2%
Federal National Mortgage Assoc	4.1%
Federal Farm Credit Bank	2.1%
Toyota ABS	1.5%
Total	**73.3%**

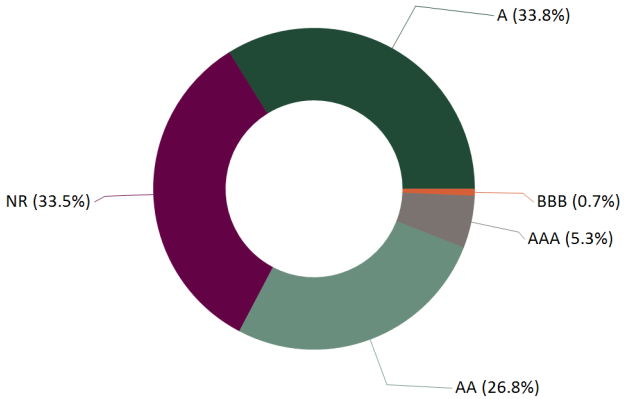
SECTOR ALLOCATION



MATURITY DISTRIBUTION



CREDIT QUALITY (S&P)



Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
ABS									
89238KAD4	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	15,364.31	02/05/2019 3.14%	15,182.46 15,304.99	100.19 0.28%	15,393.18 10.71	0.05% 88.19	Aaa / AAA NR	0.96 0.12
477870AB5	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	30,005.21	10/30/2019 2.18%	30,047.40 30,026.53	100.22 0.07%	30,069.75 30.41	0.10% 43.22	Aaa / NR AAA	1.29 0.10
89231PAD0	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	129,039.12	08/29/2019 1.98%	131,796.32 130,685.34	101.47 0.29%	130,941.93 182.38	0.44% 256.59	Aaa / AAA NR	2.12 0.51
47789JAD8	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	389,586.59	Various 1.39%	398,707.11 395,279.17	101.86 0.24%	396,842.64 503.86	1.33% 1,563.47	Aaa / NR AAA	2.46 0.70
43815NAC8	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	115,000.00	08/20/2019 1.79%	114,999.05 114,999.50	101.54 0.26%	116,772.04 90.98	0.39% 1,772.54	Aaa / AAA NR	2.54 1.01
92348AAA3	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	80,000.00	10/01/2019 1.95%	79,993.83 79,995.62	102.09 0.19%	81,672.32 47.42	0.27% 1,676.70	NR / AAA AAA	3.22 1.18
89232HAC9	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	215,000.00	07/06/2020 0.70%	219,736.72 219,036.48	101.94 0.21%	219,164.55 158.62	0.73% 128.07	Aaa / AAA NR	3.29 1.33
65479JAD5	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	120,000.00	10/16/2019 1.94%	119,993.66 119,995.37	102.04 0.32%	122,451.36 102.93	0.41% 2,455.99	Aaa / AAA NR	3.45 1.26
43813KAC6	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	85,000.00	09/22/2020 0.38%	84,987.51 84,988.87	100.28 0.22%	85,241.06 11.36	0.29% 252.19	NR / AAA AAA	3.72 1.93
89236XAC0	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	70,000.00	10/06/2020 0.36%	69,986.96 69,987.89	99.98 0.36%	69,987.89 10.89	0.23% 0.00	NR / AAA AAA	3.96 1.88
92290BAA9	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	120,000.00	08/04/2020 0.48%	119,974.80 119,977.44	100.52 0.21%	120,618.48 17.23	0.40% 641.04	Aaa / NR AAA	4.06 2.00
Total ABS		**1,368,995.23**	**1.29%**	**1,385,405.82** **1,380,277.20**	**0.24%**	**1,389,155.20** **1,166.79**	**4.66%** **8,878.00**	**Aaa / AAA** **AAA**	**2.95** **1.11**
AGENCY									
3130AHSR5	FHLB Note 1.625% Due 12/20/2021	320,000.00	12/19/2019 1.68%	319,654.40 319,847.77	101.35 0.10%	324,320.00 592.22	1.09% 4,472.23	Aaa / AA+ AAA	0.88 0.88

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
AGENCY									
3137EADB2	FHLMC Note 2.375% Due 1/13/2022	350,000.00	10/30/2019 1.69%	355,124.00 352,202.37	102.16 0.10%	357,572.25 415.63	1.20% 5,369.88	Aaa / AA+ AAA	0.95 0.94
3133ELWD2	FFCB Note 0.375% Due 4/8/2022	285,000.00	04/03/2020 0.45%	284,578.20 284,750.96	100.31 0.12%	285,875.24 335.47	0.96% 1,124.28	Aaa / AA+ AAA	1.18 1.18
3133ELYR9	FFCB Note 0.25% Due 5/6/2022	325,000.00	04/30/2020 0.31%	324,587.25 324,740.48	100.18 0.10%	325,597.68 191.84	1.09% 857.20	Aaa / AA+ AAA	1.26 1.26
3134GVJ66	FHLMC Note 0.25% Due 6/8/2022	350,000.00	06/04/2020 0.28%	349,790.00 349,858.47	100.25 0.07%	350,868.00 128.82	1.18% 1,009.53	Aaa / NR AAA	1.35 1.35
3137EAET2	FHLMC Note 0.125% Due 7/25/2022	170,000.00	07/21/2020 0.24%	169,615.80 169,717.10	100.03 0.11%	170,044.88 3.54	0.57% 327.78	Aaa / AA+ AAA	1.48 1.48
3130ADRG9	FHLB Note 2.75% Due 3/10/2023	350,000.00	04/11/2019 2.34%	355,330.50 352,863.09	105.59 0.09%	369,577.95 3,769.79	1.25% 16,714.86	Aaa / AA+ NR	2.10 2.04
3137EAER6	FHLMC Note 0.375% Due 5/5/2023	305,000.00	05/05/2020 0.39%	304,871.90 304,903.54	100.50 0.15%	306,537.51 273.23	1.03% 1,633.97	Aaa / AA+ AAA	2.26 2.25
3135G04Q3	FNMA Note 0.25% Due 5/22/2023	245,000.00	05/20/2020 0.35%	244,262.55 244,434.28	100.22 0.16%	245,534.84 117.40	0.82% 1,100.56	Aaa / AA+ AAA	2.30 2.30
3137EAES4	FHLMC Note 0.25% Due 6/26/2023	300,000.00	06/24/2020 0.35%	299,124.00 299,300.00	100.21 0.16%	300,638.70 72.92	1.01% 1,338.70	Aaa / AA+ AAA	2.40 2.39
3135G05G4	FNMA Note 0.25% Due 7/10/2023	250,000.00	07/08/2020 0.32%	249,462.50 249,563.62	100.22 0.16%	250,552.75 36.46	0.84% 989.13	Aaa / AA+ AAA	2.44 2.43
3137EAEV7	FHLMC Note 0.25% Due 8/24/2023	300,000.00	08/19/2020 0.28%	299,694.00 299,739.70	100.22 0.16%	300,673.50 333.33	1.01% 933.80	Aaa / AA+ AAA	2.56 2.55
3137EAEW5	FHLMC Note 0.25% Due 9/8/2023	300,000.00	09/11/2020 0.24%	300,093.00 300,081.04	100.22 0.16%	300,665.40 306.25	1.01% 584.36	Aaa / AA+ AAA	2.60 2.59
3135G0U43	FNMA Note 2.875% Due 9/12/2023	350,000.00	09/25/2019 1.63%	366,702.00 361,000.00	107.08 0.16%	374,768.45 3,885.24	1.27% 13,768.45	Aaa / AA+ AAA	2.61 2.51
3137EAEY1	FHLMC Note 0.125% Due 10/16/2023	225,000.00	10/14/2020 0.25%	224,160.75 224,243.53	99.86 0.18%	224,690.85 82.03	0.75% 447.32	Aaa / AA+ AAA	2.71 2.70
3137EAEZ8	FHLMC Note 0.25% Due 11/6/2023	335,000.00	11/03/2020 0.28%	334,698.50 334,722.71	100.10 0.21%	335,325.29 200.07	1.12% 602.58	Aaa / AA+ AAA	2.76 2.75
3130A0F70	FHLB Note 3.375% Due 12/8/2023	350,000.00	10/30/2019 1.72%	372,781.50 365,805.71	109.07 0.18%	381,758.30 1,739.06	1.28% 15,952.59	Aaa / AA+ AAA	2.85 2.74

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
AGENCY									
3130A1XJ2	FHLB Note 2.875% Due 6/14/2024	155,000.00	03/24/2020 0.99%	167,010.95 164,572.93	108.87 0.23%	168,745.87 581.79	0.57% 4,172.94	Aaa / AA+ NR	3.37 3.23
3135G06G3	FNMA Note 0.5% Due 11/7/2025	350,000.00	11/18/2020 0.52%	349,639.50 349,654.21	100.17 0.46%	350,608.65 384.03	1.18% 954.44	Aaa / AA+ AAA	4.77 4.70
Total Agency		**5,615,000.00**	**0.81%**	**5,671,181.30 5,652,001.51**	**0.16%**	**5,724,356.11 13,449.12**	**19.22% 72,354.60**	**Aaa / AA+ AAA**	**2.25 2.22**
CMO									
3137BM6P6	FHLMC K721 A2 3.09% Due 8/25/2022	135,000.00	06/26/2019 2.09%	138,701.95 136,828.52	103.14 0.63%	139,239.95 347.63	0.47% 2,411.43	Aaa / NR NR	1.56 1.34
3137B4GY6	FHLMC K032 A2 3.31% Due 5/25/2023	275,000.00	07/23/2019 2.21%	285,881.84 281,557.11	106.49 0.35%	292,845.58 151.71	0.98% 11,288.47	NR / NR AAA	2.31 2.19
Total CMO		**410,000.00**	**2.17%**	**424,583.79 418,385.63**	**0.44%**	**432,085.53 499.34**	**1.45% 13,699.90**	**Aaa / NR AAA**	**2.07 1.92**
CORPORATE									
06051GFW4	Bank of America Corp Note 2.625% Due 4/19/2021	200,000.00	04/25/2019 2.69%	199,750.00 199,973.30	100.53 0.17%	201,061.40 1,487.50	0.68% 1,088.10	A2 / A- A+	0.21 0.22
857477AV5	State Street Bank Note 1.95% Due 5/19/2021	200,000.00	04/30/2019 2.64%	197,280.00 199,610.91	100.52 0.21%	201,040.00 780.00	0.68% 1,429.09	A1 / A AA-	0.30 0.30
808513AW5	Charles Schwab Corp Callable Note Cont 4/21/2021 3.25% Due 5/21/2021	200,000.00	04/25/2019 2.66%	202,274.00 200,248.47	100.67 0.22%	201,343.80 1,263.89	0.68% 1,095.33	A2 / A A	0.30 0.22
02665WBF7	American Honda Finance Note 1.65% Due 7/12/2021	200,000.00	07/30/2019 2.26%	197,692.00 199,478.11	100.65 0.20%	201,295.20 174.17	0.67% 1,817.09	A3 / A- NR	0.44 0.45
69371RP42	Paccar Financial Corp Note 3.15% Due 8/9/2021	200,000.00	04/24/2019 2.74%	201,814.00 200,410.10	101.51 0.26%	203,017.20 3,010.00	0.69% 2,607.10	A1 / A+ NR	0.52 0.51
68389XBK0	Oracle Corp Callable Note Cont 8/15/2021 1.9% Due 9/15/2021	200,000.00	04/11/2019 2.66%	196,464.00 199,096.00	100.90 0.23%	201,799.00 1,435.56	0.68% 2,703.00	A3 / A A-	0.62 0.54
69353RFB9	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 2/17/2022	250,000.00	02/21/2019 3.07%	246,827.50 248,889.04	102.27 0.26%	255,676.00 2,989.58	0.87% 6,786.96	A2 / A A+	1.05 0.95

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
CORPORATE									
459200JX0	IBM Corp Note 2.85% Due 5/13/2022	200,000.00	05/16/2019 2.80%	200,300.00 200,128.37	103.33 0.25%	206,658.60 1,235.00	0.70% 6,530.23	A2 / A NR	1.28 1.26
24422ETV1	John Deere Capital Corp Note 2.15% Due 9/8/2022	305,000.00	04/17/2019 2.78%	298,851.20 302,092.39	102.98 0.29%	314,081.07 2,604.78	1.06% 11,988.68	A2 / A A	1.60 1.57
89236TEL5	Toyota Motor Credit Corp Note 2.7% Due 1/11/2023	200,000.00	04/25/2019 2.72%	199,856.00 199,924.54	104.58 0.34%	209,159.00 300.00	0.70% 9,234.46	A1 / A+ A+	1.95 1.90
037833DE7	Apple Inc Callable Note Cont 12/13/2022 2.4% Due 1/13/2023	200,000.00	11/21/2019 1.83%	203,350.00 202,044.88	104.04 0.23%	208,077.20 240.00	0.70% 6,032.32	Aa1 / AA+ NR	1.95 1.84
949746SK8	Wells Fargo Company Callable Note 1X 1/24/2023 3.069% Due 1/24/2023	200,000.00	04/29/2019 3.00%	200,338.00 200,120.67	102.68 0.33%	205,367.20 119.35	0.69% 5,246.53	A2 / BBB+ A+	1.98 0.97
747525AR4	Qualcomm Inc Callable Note Cont 12/30/2022 2.6% Due 1/30/2023	75,000.00	02/11/2020 1.75%	76,775.25 76,177.31	104.24 0.38%	78,180.90 5.42	0.26% 2,003.59	A2 / A- NR	2.00 1.88
037833AK6	Apple Inc Note 2.4% Due 5/3/2023	200,000.00	03/11/2019 2.79%	196,968.00 198,353.66	104.73 0.29%	209,466.80 1,173.33	0.71% 11,113.14	Aa1 / AA+ NR	2.25 2.20
404280BA6	HSBC Holdings PLC Note 3.6% Due 5/25/2023	200,000.00	05/15/2019 2.97%	204,780.00 202,743.05	107.26 0.45%	214,513.80 1,320.00	0.72% 11,770.75	A2 / A- A+	2.31 2.23
90331HNV1	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 7/24/2023	250,000.00	05/17/2019 2.70%	256,695.00 253,907.66	107.43 0.28%	268,572.00 165.28	0.90% 14,664.34	A1 / AA- AA-	2.48 2.32
06406FAD5	Bank of NY Mellon Corp Callable Note Cont 6/16/2023 2.2% Due 8/16/2023	200,000.00	04/11/2019 2.90%	194,298.00 196,666.63	104.42 0.33%	208,841.20 2,016.67	0.71% 12,174.57	A1 / A AA-	2.54 2.30
594918BX1	Microsoft Callable Note Cont 12/6/2023 2.875% Due 2/6/2024	200,000.00	03/05/2020 1.06%	213,320.00 210,114.24	107.25 0.32%	214,493.80 2,795.14	0.73% 4,379.56	Aaa / AAA AA+	3.02 2.72
89114QCB2	Toronto Dominion Bank Note 3.25% Due 3/11/2024	200,000.00	07/16/2019 2.49%	206,600.00 204,407.77	108.50 0.49%	216,993.60 2,527.78	0.74% 12,585.83	Aa3 / A AA-	3.11 2.95
78015K7C2	Royal Bank of Canada Note 2.25% Due 11/1/2024	225,000.00	09/22/2020 0.69%	239,145.75 237,918.97	106.26 0.56%	239,092.20 1,265.63	0.81% 1,173.23	A2 / A AA	3.75 3.59
46647PAH9	JP Morgan Chase & Co Callable Note 2X 3/1/2024 3.22% Due 3/1/2025	210,000.00	08/19/2020 0.91%	226,818.90 224,677.36	107.71 0.69%	226,197.72 2,817.50	0.77% 1,520.36	A2 / A- AA-	4.08 2.92

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
Total Corporate		**4,315,000.00**	**2.40%**	**4,360,197.60** **4,356,983.43**	**0.32%**	**4,484,927.69** **29,726.58**	**15.12%** **127,944.26**	**A1 / A+** **A+**	**1.83** **1.64**
LAIF									
90LAIF$00	Local Agency Investment Fund State Pool	6,646,613.32	Various 0.44%	6,646,613.32 6,646,613.32	1.00 0.44%	6,646,613.32 2,611.18	22.27% 0.00	NR / NR NR	0.00 0.00
Total LAIF		**6,646,613.32**	**0.44%**	**6,646,613.32** **6,646,613.32**	**0.44%**	**6,646,613.32** **2,611.18**	**22.27%** **0.00**	**NR / NR** **NR**	**0.00** **0.00**
LOCAL GOV INVESTMENT POOL									
09CATR$05	CalTrust Medium Term Fund	650,906.57	Various 0.14%	6,547,562.23 6,547,562.23	10.29 0.14%	6,697,828.59 0.00	22.44% 150,266.36	NR / A+ NR	0.00 0.00
Total Local Gov Investment Pool		**650,906.57**	**0.14%**	**6,547,562.23** **6,547,562.23**	**0.14%**	**6,697,828.59** **0.00**	**22.44%** **150,266.36**	**NR / A+** **NR**	**0.00** **0.00**
MONEY MARKET FUND FI									
31846V203	First American Govt Obligation Fund Class Y	102,685.00	Various 0.01%	102,685.00 102,685.00	1.00 0.01%	102,685.00 0.00	0.34% 0.00	Aaa / AAA AAA	0.00 0.00
Total Money Market Fund FI		**102,685.00**	**0.01%**	**102,685.00** **102,685.00**	**0.01%**	**102,685.00** **0.00**	**0.34%** **0.00**	**Aaa / AAA** **AAA**	**0.00** **0.00**
NEGOTIABLE CD									
98878BER5	Zions Bank Negotiable CD 1.7% Due 2/16/2021	248,000.00	02/09/2017 1.70%	248,000.00 248,000.00	100.07 0.07%	248,177.14 1,952.07	0.84% 177.14	NR / NR NR	0.04 0.04
46147URQ5	Investors Community Bank Negotiable CD 1.5% Due 2/26/2021	248,000.00	03/31/2016 1.50%	248,000.00 248,000.00	100.10 0.07%	248,252.96 315.95	0.83% 252.96	NR / NR NR	0.07 0.07
48714LAC3	Kearny Bank Negotiable CD 1.75% Due 3/1/2021	248,000.00	02/09/2017 1.73%	248,000.00 248,000.00	100.13 0.10%	248,325.54 1,866.79	0.84% 325.54	NR / NR NR	0.08 0.08
140420XR6	Capital One Bank USA NA Negotiable CD 1.7% Due 4/6/2021	248,000.00	03/30/2016 1.70%	248,000.00 248,000.00	100.29 0.08%	248,717.39 1,362.98	0.84% 717.39	NR / NR NR	0.18 0.18
55266CRD0	MB Financial Bank NA Negotiable CD 1.4% Due 4/15/2021	248,000.00	03/31/2016 1.40%	248,000.00 248,000.00	100.26 0.09%	248,657.06 161.71	0.83% 657.06	NR / NR NR	0.20 0.20

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
NEGOTIABLE CD									
87164XMJ2	Synchrony Bank Negotiable CD 1.55% Due 6/29/2021	248,000.00	06/24/2016 1.55%	248,000.00 248,000.00	100.59 0.11%	249,459.06 358.07	0.84% 1,459.06	NR / NR NR	0.41 0.41
08173QBS4	Beneficial Bank Negotiable CD 1.55% Due 10/7/2021	248,000.00	09/20/2016 1.55%	248,000.00 248,000.00	100.98 0.11%	250,432.63 1,232.19	0.84% 2,432.63	NR / NR NR	0.68 0.68
29976D2F6	Everbank Negotiable CD 2.05% Due 2/14/2022	248,000.00	02/09/2017 2.04%	248,000.00 248,000.00	102.10 0.03%	253,208.50 2,284.32	0.86% 5,208.50	NR / NR NR	1.04 1.02
Total Negotiable CD		**1,984,000.00**	**1.65%**	**1,984,000.00** **1,984,000.00**	**0.08%**	**1,995,230.28** **9,534.08**	**6.72%** **11,230.28**	**NR / NR** **NR**	**0.34** **0.34**
SUPRANATIONAL									
459058JM6	Intl. Bank Recon & Development Note 0.25% Due 11/24/2023	165,000.00	11/17/2020 0.32%	164,645.25 164,667.60	100.05 0.23%	165,075.08 76.77	0.55% 407.48	Aaa / AAA AAA	2.81 2.80
459058GQ0	Intl. Bank Recon & Development Note 2.5% Due 3/19/2024	225,000.00	01/26/2021 0.26%	240,736.50 240,681.57	106.88 0.29%	240,489.00 2,062.50	0.81% (192.57)	Aaa / AAA AAA	3.13 3.01
Total Supranational		**390,000.00**	**0.29%**	**405,381.75** **405,349.17**	**0.27%**	**405,564.08** **2,139.27**	**1.37%** **214.91**	**Aaa / AAA** **AAA**	**3.00** **2.92**
US TREASURY									
912828Q78	US Treasury Note 1.375% Due 4/30/2021	30,000.00	01/30/2020 1.48%	29,960.16 29,992.29	100.31 0.11%	30,092.94 105.97	0.10% 100.65	Aaa / AA+ AAA	0.24 0.25
912828M80	US Treasury Note 2% Due 11/30/2022	300,000.00	Various 1.60%	303,459.37 302,119.26	103.43 0.12%	310,289.10 1,038.46	1.04% 8,169.84	Aaa / AA+ AAA	1.83 1.80
912828VB3	US Treasury Note 1.75% Due 5/15/2023	250,000.00	12/16/2019 1.69%	250,517.58 250,346.30	103.66 0.15%	259,140.50 942.68	0.87% 8,794.20	Aaa / AA+ AAA	2.28 2.24
912828T26	US Treasury Note 1.375% Due 9/30/2023	300,000.00	Various 1.94%	293,108.59 295,728.99	103.23 0.16%	309,679.80 1,405.22	1.04% 13,950.81	Aaa / AA+ AAA	2.66 2.61
912828V80	US Treasury Note 2.25% Due 1/31/2024	200,000.00	11/26/2019 1.59%	205,304.69 203,802.97	106.14 0.19%	212,289.00 12.43	0.71% 8,486.03	Aaa / AA+ AAA	3.00 2.92
912828WJ5	US Treasury Note 2.5% Due 5/15/2024	300,000.00	12/12/2019 1.74%	309,691.41 307,195.05	107.48 0.22%	322,429.80 1,616.02	1.09% 15,234.75	Aaa / AA+ AAA	3.29 3.16
912828Y87	US Treasury Note 1.75% Due 7/31/2024	300,000.00	01/31/2020 1.35%	305,203.13 304,040.90	105.23 0.25%	315,691.50 14.50	1.06% 11,650.60	Aaa / AA+ AAA	3.50 3.41

Holdings Report

As of January 31, 2021

CUSIP	Security Description	Par Value/Units	Purchase Date Book Yield	Cost Value Book Value	Mkt Price Mkt YTM	Market Value Accrued Int.	% of Port. Gain/Loss	Moody/S&P Fitch	Maturity Duration
US TREASURY									
91282CAZ4	US Treasury Note 0.375% Due 11/30/2025	150,000.00	12/09/2020 0.41%	149,742.19 149,749.71	99.78 0.42%	149,671.80 97.36	0.50% (77.91)	Aaa / AA+ AAA	4.83 4.78
Total US Treasury		**1,830,000.00**	**1.55%**	**1,846,987.12** **1,842,975.47**	**0.20%**	**1,909,284.44** **5,232.64**	**6.41%** **66,308.97**	**Aaa / AA+** **AAA**	**2.89** **2.82**
TOTAL PORTFOLIO		**23,313,200.12**	**0.95%**	**29,374,597.93** **29,336,832.96**	**0.25%**	**29,787,730.24** **64,359.00**	**100.00%** **450,897.28**	**Aa2 / AA-** **AAA**	**1.13** **1.00**
TOTAL MARKET VALUE PLUS ACCRUED						**29,852,089.24**			

Transaction Ledger

As of January 31, 2021

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Purchase	01/04/2021	31846V203	1.29	First American Govt Obligation Fund Class Y	1.000	0.01%	1.29	0.00	1.29	0.00
Purchase	01/10/2021	31846V203	312.50	First American Govt Obligation Fund Class Y	1.000	0.01%	312.50	0.00	312.50	0.00
Purchase	01/11/2021	31846V203	2,700.00	First American Govt Obligation Fund Class Y	1.000	0.01%	2,700.00	0.00	2,700.00	0.00
Purchase	01/12/2021	31846V203	1,650.00	First American Govt Obligation Fund Class Y	1.000	0.01%	1,650.00	0.00	1,650.00	0.00
Purchase	01/13/2021	31846V203	6,556.25	First American Govt Obligation Fund Class Y	1.000	0.01%	6,556.25	0.00	6,556.25	0.00
Purchase	01/15/2021	31846V203	294.88	First American Govt Obligation Fund Class Y	1.000	0.01%	294.88	0.00	294.88	0.00
Purchase	01/15/2021	31846V203	20.42	First American Govt Obligation Fund Class Y	1.000	0.01%	20.42	0.00	20.42	0.00
Purchase	01/15/2021	31846V203	297.42	First American Govt Obligation Fund Class Y	1.000	0.01%	297.42	0.00	297.42	0.00
Purchase	01/15/2021	31846V203	193.00	First American Govt Obligation Fund Class Y	1.000	0.01%	193.00	0.00	193.00	0.00
Purchase	01/15/2021	31846V203	170.58	First American Govt Obligation Fund Class Y	1.000	0.01%	170.58	0.00	170.58	0.00
Purchase	01/15/2021	31846V203	16,262.70	First American Govt Obligation Fund Class Y	1.000	0.01%	16,262.70	0.00	16,262.70	0.00
Purchase	01/15/2021	31846V203	32,210.76	First American Govt Obligation Fund Class Y	1.000	0.01%	32,210.76	0.00	32,210.76	0.00
Purchase	01/15/2021	31846V203	12,218.46	First American Govt Obligation Fund Class Y	1.000	0.01%	12,218.46	0.00	12,218.46	0.00
Purchase	01/15/2021	31846V203	9,485.90	First American Govt Obligation Fund Class Y	1.000	0.01%	9,485.90	0.00	9,485.90	0.00
Purchase	01/15/2021	90LAIF$00	10,491.16	Local Agency Investment Fund State Pool	1.000	0.52%	10,491.16	0.00	10,491.16	0.00
Purchase	01/19/2021	31846V203	26.21	First American Govt Obligation Fund Class Y	1.000	0.01%	26.21	0.00	26.21	0.00

Transaction Ledger

As of January 31, 2021

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
ACQUISITIONS										
Purchase	01/20/2021	31846V203	47.00	First American Govt Obligation Fund Class Y	1.000	0.01%	47.00	0.00	47.00	0.00
Purchase	01/20/2021	31846V203	129.33	First American Govt Obligation Fund Class Y	1.000	0.01%	129.33	0.00	129.33	0.00
Purchase	01/24/2021	31846V203	7,319.00	First American Govt Obligation Fund Class Y	1.000	0.01%	7,319.00	0.00	7,319.00	0.00
Purchase	01/25/2021	31846V203	107.43	First American Govt Obligation Fund Class Y	1.000	0.01%	107.43	0.00	107.43	0.00
Purchase	01/25/2021	31846V203	758.53	First American Govt Obligation Fund Class Y	1.000	0.01%	758.53	0.00	758.53	0.00
Purchase	01/25/2021	31846V203	347.63	First American Govt Obligation Fund Class Y	1.000	0.01%	347.63	0.00	347.63	0.00
Purchase	01/28/2021	459058GQ0	225,000.00	Intl. Bank Recon & Development Note 2.5% Due 3/19/2024	106.994	0.26%	240,736.50	2,015.63	242,752.13	0.00
Purchase	01/30/2021	31846V203	975.00	First American Govt Obligation Fund Class Y	1.000	0.01%	975.00	0.00	975.00	0.00
Purchase	01/31/2021	09CATR$05	333.41	CalTrust Medium Term Fund	10.290	0.14%	3,430.78	0.00	3,430.78	0.00
Purchase	01/31/2021	31846V203	4,875.00	First American Govt Obligation Fund Class Y	1.000	0.01%	4,875.00	0.00	4,875.00	0.00
Subtotal			**332,783.86**				**351,617.73**	**2,015.63**	**353,633.36**	**0.00**
TOTAL ACQUISITIONS			**332,783.86**				**351,617.73**	**2,015.63**	**353,633.36**	**0.00**
DISPOSITIONS										
Sale	01/28/2021	31846V203	242,752.13	First American Govt Obligation Fund Class Y	1.000	0.01%	242,752.13	0.00	242,752.13	0.00
Subtotal			**242,752.13**				**242,752.13**	**0.00**	**242,752.13**	**0.00**

Transaction Ledger

As of January 31, 2021

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
DISPOSITIONS										
Paydown	01/15/2021	43815NAC8	0.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	100.000		0.00	170.58	170.58	0.00
Paydown	01/15/2021	477870AB5	16,174.96	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	100.000		16,174.96	87.74	16,262.70	0.00
Paydown	01/15/2021	47789JAD8	31,190.38	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	100.000		31,190.38	1,020.38	32,210.76	0.00
Paydown	01/15/2021	65479JAD5	0.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	100.000		0.00	193.00	193.00	0.00
Paydown	01/15/2021	89231PAD0	11,845.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	100.000		11,845.12	373.34	12,218.46	0.00
Paydown	01/15/2021	89232HAC9	0.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	100.000		0.00	297.42	297.42	0.00
Paydown	01/15/2021	89236XAC0	0.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	100.000		0.00	20.42	20.42	0.00
Paydown	01/15/2021	89238KAD4	9,446.00	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	100.000		9,446.00	39.90	9,485.90	0.00
Paydown	01/19/2021	43813KAC6	0.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	100.000		0.00	26.21	26.21	0.00
Paydown	01/20/2021	92290BAA9	0.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	100.000		0.00	47.00	47.00	0.00
Paydown	01/20/2021	92348AAA3	0.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	100.000		0.00	129.33	129.33	0.00
Paydown	01/25/2021	3137B4GY6	0.00	FHLMC K032 A2Due 5/25/2023	100.000		0.00	758.53	758.53	0.00
Paydown	01/25/2021	3137BM6P6	0.00	FHLMC K721 A2Due 8/25/2022	100.000		0.00	347.63	347.63	0.00
Subtotal			**68,656.46**				**68,656.46**	**3,511.48**	**72,167.94**	**0.00**
TOTAL DISPOSITIONS			**311,408.59**				**311,408.59**	**3,511.48**	**314,920.07**	**0.00**

Transaction Ledger

As of January 31, 2021

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
OTHER TRANSACTIONS										
Interest	01/01/2021	46147URQ5	248,000.00	Investors Community Bank Negotiable CD 1.5% Due 2/26/2021	0.000		315.95	0.00	315.95	0.00
Interest	01/10/2021	3135G05G4	250,000.00	FNMA Note 0.25% Due 7/10/2023	0.000		312.50	0.00	312.50	0.00
Interest	01/11/2021	89236TEL5	200,000.00	Toyota Motor Credit Corp Note 2.7% Due 1/11/2023	0.000		2,700.00	0.00	2,700.00	0.00
Interest	01/12/2021	02665WBF7	200,000.00	American Honda Finance Note 1.65% Due 7/12/2021	0.000		1,650.00	0.00	1,650.00	0.00
Interest	01/13/2021	037833DE7	200,000.00	Apple Inc Callable Note Cont 12/13/2022 2.4% Due 1/13/2023	0.000		2,400.00	0.00	2,400.00	0.00
Interest	01/13/2021	3137EADB2	350,000.00	FHLMC Note 2.375% Due 1/13/2022	0.000		4,156.25	0.00	4,156.25	0.00
Interest	01/15/2021	55266CRD0	248,000.00	MB Financial Bank NA Negotiable CD 1.4% Due 4/15/2021	0.000		294.88	0.00	294.88	0.00
Interest	01/24/2021	90331HNV1	250,000.00	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 7/24/2023	0.000		4,250.00	0.00	4,250.00	0.00
Interest	01/24/2021	949746SK8	200,000.00	Wells Fargo Company Callable Note 1X 1/24/2023 3.069% Due 1/24/2023	0.000		3,069.00	0.00	3,069.00	0.00
Interest	01/25/2021	3137EAET2	170,000.00	FHLMC Note 0.125% Due 7/25/2022	0.000		107.43	0.00	107.43	0.00
Interest	01/30/2021	747525AR4	75,000.00	Qualcomm Inc Callable Note Cont 12/30/2022 2.6% Due 1/30/2023	0.000		975.00	0.00	975.00	0.00
Interest	01/31/2021	912828V80	200,000.00	US Treasury Note 2.25% Due 1/31/2024	0.000		2,250.00	0.00	2,250.00	0.00
Interest	01/31/2021	912828Y87	300,000.00	US Treasury Note 1.75% Due 7/31/2024	0.000		2,625.00	0.00	2,625.00	0.00
Subtotal			**2,891,000.00**				**25,106.01**	**0.00**	**25,106.01**	**0.00**

Transaction Ledger

As of January 31, 2021

Transaction Type	Settlement Date	CUSIP	Quantity	Security Description	Price	Acq/Disp Yield	Amount	Interest Pur/Sold	Total Amount	Gain/Loss
OTHER TRANSACTIONS										
Dividend	01/04/2021	31846V203	248,477.84	First American Govt Obligation Fund Class Y	0.000		1.29	0.00	1.29	0.00
Dividend	01/15/2021	90LAIF$00	610,245,662.82	Local Agency Investment Fund State Pool	0.000		10,491.16	0.00	10,491.16	0.00
Dividend	01/31/2021	09CATR$05	650,573.16	CalTrust Medium Term Fund	0.000		3,430.78	0.00	3,430.78	0.00
Subtotal			**611,144,713.82**				**13,923.23**	**0.00**	**13,923.23**	**0.00**
TOTAL OTHER TRANSACTIONS			**614,035,713.82**				**39,029.24**	**0.00**	**39,029.24**	**0.00**

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
FIXED INCOME						
02665WBF7	American Honda Finance Note 1.65% Due 07/12/2021	07/30/2019 07/31/2019 200,000.00	199,377.62 0.00 0.00 199,478.11	1,549.17 1,650.00 174.17 275.00	100.49 0.00 100.49 375.49	375.49
037833AK6	Apple Inc Note 2.4% Due 05/03/2023	03/11/2019 03/13/2019 200,000.00	198,291.49 0.00 0.00 198,353.66	773.33 0.00 1,173.33 400.00	62.17 0.00 62.17 462.17	462.17
037833DE7	Apple Inc Callable Note Cont 12/13/2022 2.4% Due 01/13/2023	11/21/2019 11/25/2019 200,000.00	202,138.11 0.00 0.00 202,044.88	2,240.00 2,400.00 240.00 400.00	0.00 93.23 (93.23) 306.77	306.77
06051GFW4	Bank of America Corp Note 2.625% Due 04/19/2021	04/25/2019 04/29/2019 200,000.00	199,962.55 0.00 0.00 199,973.30	1,050.00 0.00 1,487.50 437.50	10.75 0.00 10.75 448.25	448.25
06406FAD5	Bank of NY Mellon Corp Callable Note Cont 6/16/2023 2.2% Due 08/16/2023	04/11/2019 04/15/2019 200,000.00	196,555.04 0.00 0.00 196,666.63	1,650.00 0.00 2,016.67 366.67	111.59 0.00 111.59 478.26	478.26
24422ETV1	John Deere Capital Corp Note 2.15% Due 09/08/2022	04/17/2019 04/22/2019 305,000.00	301,938.05 0.00 0.00 302,092.39	2,058.33 0.00 2,604.78 546.45	154.34 0.00 154.34 700.79	700.79
3130A0F70	FHLB Note 3.375% Due 12/08/2023	10/30/2019 10/31/2019 350,000.00	366,276.84 0.00 0.00 365,805.71	754.69 0.00 1,739.06 984.37	0.00 471.13 (471.13) 513.24	513.24
3130A1XJ2	FHLB Note 2.875% Due 06/14/2024	03/24/2020 03/25/2020 155,000.00	164,814.39 0.00 0.00 164,572.93	210.43 0.00 581.79 371.36	0.00 241.46 (241.46) 129.90	129.90
3130ADRG9	FHLB Note 2.75% Due 03/10/2023	04/11/2019 04/12/2019 350,000.00	352,978.81 0.00 0.00 352,863.09	2,967.71 0.00 3,769.79 802.08	0.00 115.72 (115.72) 686.36	686.36

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
3130AHSR5	FHLB Note 1.625% Due 12/20/2021	12/19/2019 12/20/2019 320,000.00	319,833.11 0.00 0.00 319,847.77	158.89 0.00 592.22 433.33	14.66 0.00 14.66 447.99	447.99
3133ELWD2	FFCB Note 0.375% Due 04/08/2022	04/03/2020 04/08/2020 285,000.00	284,733.05 0.00 0.00 284,750.96	246.41 0.00 335.47 89.06	17.91 0.00 17.91 106.97	106.97
3133ELYR9	FFCB Note 0.25% Due 05/06/2022	04/30/2020 05/06/2020 325,000.00	324,722.95 0.00 0.00 324,740.48	124.13 0.00 191.84 67.71	17.53 0.00 17.53 85.24	85.24
3134GVJ66	FHLMC Note 0.25% Due 06/08/2022	06/04/2020 06/08/2020 350,000.00	349,849.55 0.00 0.00 349,858.47	55.90 0.00 128.82 72.92	8.92 0.00 8.92 81.84	81.84
3135G04Q3	FNMA Note 0.25% Due 05/22/2023	05/20/2020 05/22/2020 245,000.00	244,413.41 0.00 0.00 244,434.28	66.35 0.00 117.40 51.05	20.87 0.00 20.87 71.92	71.92
3135G05G4	FNMA Note 0.25% Due 07/10/2023	07/08/2020 07/10/2020 250,000.00	249,548.40 0.00 0.00 249,563.62	296.88 312.50 36.46 52.08	15.22 0.00 15.22 67.30	67.30
3135G06G3	FNMA Note 0.5% Due 11/07/2025	11/18/2020 11/19/2020 350,000.00	349,648.05 0.00 0.00 349,654.21	238.19 0.00 384.03 145.84	6.16 0.00 6.16 152.00	152.00
3135G0U43	FNMA Note 2.875% Due 09/12/2023	09/25/2019 09/26/2019 350,000.00	361,357.82 0.00 0.00 361,000.00	3,046.70 0.00 3,885.24 838.54	0.00 357.82 (357.82) 480.72	480.72
3137B4GY6	FHLMC K032 A2 3.31% Due 05/25/2023	07/23/2019 07/26/2019 275,000.00	281,798.23 0.00 0.00 281,557.11	151.71 758.53 151.71 758.53	0.00 241.12 (241.12) 517.41	517.41

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
3137BM6P6	FHLMC K721 A2 3.09% Due 08/25/2022	06/26/2019 06/28/2019 135,000.00	136,927.97 0.00 0.00 136,828.52	347.63 347.63 347.63 347.63	0.00 99.45 (99.45) 248.18	248.18
3137EADB2	FHLMC Note 2.375% Due 01/13/2022	10/30/2019 10/31/2019 350,000.00	352,399.69 0.00 0.00 352,202.37	3,879.17 4,156.25 415.63 692.71	0.00 197.32 (197.32) 495.39	495.39
3137EAER6	FHLMC Note 0.375% Due 05/05/2023	05/05/2020 05/07/2020 305,000.00	304,899.91 0.00 0.00 304,903.54	177.92 0.00 273.23 95.31	3.63 0.00 3.63 98.94	98.94
3137EAES4	FHLMC Note 0.25% Due 06/26/2023	06/24/2020 06/26/2020 300,000.00	299,275.20 0.00 0.00 299,300.00	10.42 0.00 72.92 62.50	24.80 0.00 24.80 87.30	87.30
3137EAET2	FHLMC Note 0.125% Due 07/25/2022	07/21/2020 07/23/2020 170,000.00	169,700.83 0.00 0.00 169,717.10	93.26 107.43 3.54 17.71	16.27 0.00 16.27 33.98	33.98
3137EAEV7	FHLMC Note 0.25% Due 08/24/2023	08/19/2020 08/21/2020 300,000.00	299,731.07 0.00 0.00 299,739.70	270.83 0.00 333.33 62.50	8.63 0.00 8.63 71.13	71.13
3137EAEW5	FHLMC Note 0.25% Due 09/08/2023	09/11/2020 09/14/2020 300,000.00	300,083.69 0.00 0.00 300,081.04	243.75 0.00 306.25 62.50	0.00 2.65 (2.65) 59.85	59.85
3137EAEY1	FHLMC Note 0.125% Due 10/16/2023	10/14/2020 10/16/2020 225,000.00	224,219.77 0.00 0.00 224,243.53	58.59 0.00 82.03 23.44	23.76 0.00 23.76 47.20	47.20
3137EAEZ8	FHLMC Note 0.25% Due 11/06/2023	11/03/2020 11/05/2020 335,000.00	334,714.18 0.00 0.00 334,722.71	130.28 0.00 200.07 69.79	8.53 0.00 8.53 78.32	78.32

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
404280BA6	HSBC Holdings PLC Note 3.6% Due 05/25/2023	05/15/2019 05/17/2019 200,000.00	202,843.92 0.00 0.00 202,743.05	720.00 0.00 1,320.00 600.00	0.00 100.87 (100.87) 499.13	499.13
43813KAC6	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	09/22/2020 09/29/2020 85,000.00	84,988.54 0.00 0.00 84,988.87	11.36 26.21 11.36 26.21	0.33 0.00 0.33 26.54	26.54
43815NAC8	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 08/15/2023	08/20/2019 08/27/2019 115,000.00	114,999.47 0.00 0.00 114,999.50	90.98 170.58 90.98 170.58	0.03 0.00 0.03 170.61	170.61
459058GQ0	Intl. Bank Recon & Development Note 2.5% Due 03/19/2024	01/26/2021 01/28/2021 225,000.00	0.00 240,736.50 0.00 240,681.57	0.00 (2,015.63) 2,062.50 46.87	0.00 54.93 (54.93) (8.06)	(8.06)
459058JM6	Intl. Bank Recon & Development Note 0.25% Due 11/24/2023	11/17/2020 11/24/2020 165,000.00	164,657.56 0.00 0.00 164,667.60	42.40 0.00 76.77 34.37	10.04 0.00 10.04 44.41	44.41
459200JX0	IBM Corp Note 2.85% Due 05/13/2022	05/16/2019 05/20/2019 200,000.00	200,136.91 0.00 0.00 200,128.37	760.00 0.00 1,235.00 475.00	0.00 8.54 (8.54) 466.46	466.46
46647PAH9	JP Morgan Chase & Co Callable Note 2X 3/1/2024 3.22% Due 03/01/2025	08/19/2020 08/21/2020 210,000.00	225,082.17 0.00 0.00 224,677.36	2,254.00 0.00 2,817.50 563.50	0.00 404.81 (404.81) 158.69	158.69
477870AB5	John Deere Owner Trust 2019-B A2 2.28% Due 05/16/2022	10/30/2019 10/31/2019 30,005.21	46,215.16 0.00 16,174.96 30,026.53	46.80 87.74 30.41 71.35	0.00 13.67 (13.67) 57.68	57.68
47789JAD8	John Deere Owner Trust 2019-A A3 2.91% Due 07/17/2023	Various Various 389,586.59	427,265.66 0.00 31,190.38 395,279.17	544.20 1,020.38 503.86 980.04	0.00 796.11 (796.11) 183.93	183.93

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
594918BX1	Microsoft Callable Note Cont 12/6/2023 2.875% Due 02/06/2024	03/05/2020 03/09/2020 200,000.00	210,416.30 0.00 0.00 210,114.24	2,315.97 0.00 2,795.14 479.17	0.00 302.06 (302.06) 177.11	177.11
65479JAD5	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 07/15/2024	10/16/2019 10/23/2019 120,000.00	119,995.26 0.00 0.00 119,995.37	102.93 193.00 102.93 193.00	0.11 0.00 0.11 193.11	193.11
68389XBK0	Oracle Corp Callable Note Cont 8/15/2021 1.9% Due 09/15/2021	04/11/2019 04/15/2019 200,000.00	198,972.00 0.00 0.00 199,096.00	1,118.89 0.00 1,435.56 316.67	124.00 0.00 124.00 440.67	440.67
69353RFB9	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 02/17/2022	02/21/2019 02/25/2019 250,000.00	248,798.65 0.00 0.00 248,889.04	2,442.71 0.00 2,989.58 546.87	90.39 0.00 90.39 637.26	637.26
69371RP42	Paccar Financial Corp Note 3.15% Due 08/09/2021	04/24/2019 04/26/2019 200,000.00	200,477.37 0.00 0.00 200,410.10	2,485.00 0.00 3,010.00 525.00	0.00 67.27 (67.27) 457.73	457.73
747525AR4	Qualcomm Inc Callable Note Cont 12/30/2022 2.6% Due 01/30/2023	02/11/2020 02/13/2020 75,000.00	76,229.67 0.00 0.00 76,177.31	817.92 975.00 5.42 162.50	0.00 52.36 (52.36) 110.14	110.14
78015K7C2	Royal Bank of Canada Note 2.25% Due 11/01/2024	09/22/2020 09/24/2020 225,000.00	238,211.51 0.00 0.00 237,918.97	843.75 0.00 1,265.63 421.88	0.00 292.54 (292.54) 129.34	129.34
808513AW5	Charles Schwab Corp Callable Note Cont 4/21/2021 3.25% Due 05/21/2021	04/25/2019 04/29/2019 200,000.00	200,345.98 0.00 0.00 200,248.47	722.22 0.00 1,263.89 541.67	0.00 97.51 (97.51) 444.16	444.16
857477AV5	State Street Bank Note 1.95% Due 05/19/2021	04/30/2019 05/02/2019 200,000.00	199,498.18 0.00 0.00 199,610.91	455.00 0.00 780.00 325.00	112.73 0.00 112.73 437.73	437.73

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
89114QCB2	Toronto Dominion Bank Note 3.25% Due 03/11/2024	07/16/2019 07/18/2019 200,000.00	204,528.27 0.00 0.00 204,407.77	1,986.11 0.00 2,527.78 541.67	0.00 120.50 (120.50) 421.17	421.17
89231PAD0	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 03/15/2023	08/29/2019 08/30/2019 129,039.12	142,753.75 0.00 11,845.12 130,685.34	199.12 373.34 182.38 356.60	0.00 223.29 (223.29) 133.31	133.31
89232HAC9	Toyota Auto Receivable Own 2020-A A3 1.66% Due 05/15/2024	07/06/2020 07/08/2020 215,000.00	219,140.84 0.00 0.00 219,036.48	158.62 297.42 158.62 297.42	0.00 104.36 (104.36) 193.06	193.06
89236TEL5	Toyota Motor Credit Corp Note 2.7% Due 01/11/2023	04/25/2019 04/29/2019 200,000.00	199,921.24 0.00 0.00 199,924.54	2,550.00 2,700.00 300.00 450.00	3.30 0.00 3.30 453.30	453.30
89236XAC0	Toyota Auto Receivables 2020-D A3 0.35% Due 01/15/2025	10/06/2020 10/13/2020 70,000.00	69,987.63 0.00 0.00 69,987.89	10.89 20.42 10.89 20.42	0.26 0.00 0.26 20.68	20.68
89238KAD4	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 01/18/2022	02/05/2019 02/07/2019 15,364.31	24,706.06 0.00 9,446.00 15,304.99	17.29 39.90 10.71 33.32	44.93 0.00 44.93 78.25	78.25
90331HNV1	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 07/24/2023	05/17/2019 05/21/2019 250,000.00	254,046.58 0.00 0.00 253,907.66	3,706.94 4,250.00 165.28 708.34	0.00 138.92 (138.92) 569.42	569.42
912828M80	US Treasury Note 2% Due 11/30/2022	Various Various 300,000.00	302,217.76 0.00 0.00 302,119.26	527.48 0.00 1,038.46 510.98	0.00 98.50 (98.50) 412.48	412.48
912828Q78	US Treasury Note 1.375% Due 04/30/2021	01/30/2020 01/31/2020 30,000.00	29,989.58 0.00 0.00 29,992.29	70.65 0.00 105.97 35.32	2.71 0.00 2.71 38.03	38.03

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
912828T26	US Treasury Note 1.375% Due 09/30/2023	Various Various 300,000.00	295,592.63 0.00 0.00 295,728.99	1,053.92 0.00 1,405.22 351.30	136.36 0.00 136.36 487.66	487.66
912828V80	US Treasury Note 2.25% Due 01/31/2024	11/26/2019 11/27/2019 200,000.00	203,910.73 0.00 0.00 203,802.97	1,883.15 2,250.00 12.43 379.28	0.00 107.76 (107.76) 271.52	271.52
912828VB3	US Treasury Note 1.75% Due 05/15/2023	12/16/2019 12/17/2019 250,000.00	250,359.19 0.00 0.00 250,346.30	568.02 0.00 942.68 374.66	0.00 12.89 (12.89) 361.77	361.77
912828WJ5	US Treasury Note 2.5% Due 05/15/2024	12/12/2019 12/13/2019 300,000.00	307,381.07 0.00 0.00 307,195.05	973.76 0.00 1,616.02 642.26	0.00 186.02 (186.02) 456.24	456.24
912828Y87	US Treasury Note 1.75% Due 07/31/2024	01/31/2020 01/31/2020 300,000.00	304,139.07 0.00 0.00 304,040.90	2,197.01 2,625.00 14.50 442.49	0.00 98.17 (98.17) 344.32	344.32
91282CAZ4	US Treasury Note 0.375% Due 11/30/2025	12/09/2020 12/10/2020 150,000.00	149,745.31 0.00 0.00 149,749.71	49.45 0.00 97.36 47.91	4.40 0.00 4.40 52.31	52.31
92290BAA9	Verizon Owner Trust 2020-B A 0.47% Due 02/20/2025	08/04/2020 08/12/2020 120,000.00	119,976.96 0.00 0.00 119,977.44	17.23 47.00 17.23 47.00	0.48 0.00 0.48 47.48	47.48
92348AAA3	Verizon Owner Trust 2019-C A1A 1.94% Due 04/22/2024	10/01/2019 10/08/2019 80,000.00	79,995.51 0.00 0.00 79,995.62	47.42 129.33 47.42 129.33	0.11 0.00 0.11 129.44	129.44
949746SK8	Wells Fargo Company Callable Note 1X 1/24/2023 3.069% Due 01/24/2023	04/29/2019 04/30/2019 200,000.00	200,131.14 0.00 0.00 200,120.67	2,676.85 3,069.00 119.35 511.50	0.00 10.47 (10.47) 501.03	501.03

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
			13,887,847.41	**57,318.71**	**1,156.41**	
			240,736.50	**25,991.03**	**5,111.45**	
			68,656.46	**52,213.74**	**(3,955.04)**	
Total Fixed Income		**13,928,995.23**	**14,055,972.41**	**20,886.06**	**16,931.02**	**16,931.02**
CASH & EQUIVALENT						
08173QBS4	Beneficial Bank	09/20/2016	248,000.00	905.71	0.00	326.48
	Negotiable CD	09/20/2016	0.00	0.00	0.00	
	1.55% Due 10/07/2021	248,000.00	0.00	1,232.19	0.00	
			248,000.00	326.48	326.48	
140420XR6	Capital One Bank USA NA	03/30/2016	248,000.00	1,004.91	0.00	358.07
	Negotiable CD	03/30/2016	0.00	0.00	0.00	
	1.7% Due 04/06/2021	248,000.00	0.00	1,362.98	0.00	
			248,000.00	358.07	358.07	
29976D2F6	Everbank	02/09/2017	248,000.00	1,852.53	0.00	431.79
	Negotiable CD	02/09/2017	0.00	0.00	0.00	
	2.05% Due 02/14/2022	248,000.00	0.00	2,284.32	0.00	
			248,000.00	431.79	431.79	
31846V203	First American	Various	248,477.84	0.00	0.00	1.29
	Govt Obligation Fund Class Y	Various	96,959.29	1.29	0.00	
		102,685.00	242,752.13	0.00	0.00	
			102,685.00	1.29	1.29	
46147URQ5	Investors Community Bank	03/31/2016	248,000.00	315.95	0.00	315.95
	Negotiable CD	03/31/2016	0.00	315.95	0.00	
	1.5% Due 02/26/2021	248,000.00	0.00	315.95	0.00	
			248,000.00	315.95	315.95	
48714LAC3	Kearny Bank	02/09/2017	248,000.00	1,498.19	0.00	368.60
	Negotiable CD	02/09/2017	0.00	0.00	0.00	
	1.75% Due 03/01/2021	248,000.00	0.00	1,866.79	0.00	
			248,000.00	368.60	368.60	
55266CRD0	MB Financial Bank NA	03/31/2016	248,000.00	161.71	0.00	294.88
	Negotiable CD	03/31/2016	0.00	294.88	0.00	
	1.4% Due 04/15/2021	248,000.00	0.00	161.71	0.00	
			248,000.00	294.88	294.88	

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
87164XMJ2	Synchrony Bank Negotiable CD 1.55% Due 06/29/2021	06/24/2016 06/24/2016 248,000.00	248,000.00 0.00 0.00 248,000.00	31.59 0.00 358.07 326.48	0.00 0.00 0.00 326.48	326.48
98878BER5	Zions Bank Negotiable CD 1.7% Due 02/16/2021	02/09/2017 02/09/2017 248,000.00	248,000.00 0.00 0.00 248,000.00	1,593.99 0.00 1,952.07 358.08	0.00 0.00 0.00 358.08	358.08
Total Cash & Equivalent		**2,086,685.00**	**2,232,477.84** **96,959.29** **242,752.13** **2,086,685.00**	**7,364.58** **612.12** **9,534.08** **2,781.62**	**0.00** **0.00** **0.00** **2,781.62**	**2,781.62**
LOCAL AGENCY INVESTMENT FUND						
90LAIF$00	Local Agency Investment Fund State Pool	Various Various 6,646,613.32	6,636,122.16 10,491.16 0.00 6,646,613.32	9,681.05 10,491.16 2,611.18 3,421.29	0.00 0.00 0.00 3,421.29	3,421.29
Total Local Agency Investment Fund		**6,646,613.32**	**6,636,122.16** **10,491.16** **0.00** **6,646,613.32**	**9,681.05** **10,491.16** **2,611.18** **3,421.29**	**0.00** **0.00** **0.00** **3,421.29**	**3,421.29**

Income Earned

As of January 31, 2021

CUSIP	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
INVESTMENT POOL						
09CATR$05	CalTrust	Various	6,544,131.45	0.00	0.00	3,430.78
	Medium Term Fund	Various	3,430.78	3,430.78	0.00	
		650,906.57	0.00	0.00	0.00	
			6,547,562.23	3,430.78	3,430.78	
			6,544,131.45	**0.00**	**0.00**	
			3,430.78	**3,430.78**	**0.00**	
			0.00	**0.00**	**0.00**	
Total Investment Pool		**650,906.57**	**6,547,562.23**	**3,430.78**	**3,430.78**	**3,430.78**
			29,300,578.86	**74,364.34**	**1,156.41**	
			351,617.73	**40,525.09**	**5,111.45**	
			311,408.59	**64,359.00**	**(3,955.04)**	
TOTAL PORTFOLIO		**23,313,200.12**	**29,336,832.96**	**30,519.75**	**26,564.71**	**26,564.71**

Cash Flow Report

As of January 31, 2021

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
02/01/2021	Interest	46147URQ5	248,000.00	Investors Community Bank Negotiable CD 1.5% Due 2/26/2021	0.00	315.95	315.95
02/06/2021	Interest	594918BX1	200,000.00	Microsoft Callable Note Cont 12/6/2023 2.875% Due 2/6/2024	0.00	2,875.00	2,875.00
02/09/2021	Interest	69371RP42	200,000.00	Paccar Financial Corp Note 3.15% Due 8/9/2021	0.00	3,150.00	3,150.00
02/15/2021	Interest	55266CRD0	248,000.00	MB Financial Bank NA Negotiable CD 1.4% Due 4/15/2021	0.00	294.88	294.88
02/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,071.25	944.75	21,016.00
02/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,735.78	57.01	1,792.79
02/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,727.48	193.00	2,920.48
02/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,561.71	20.42	1,582.13
02/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	7,910.01	170.58	8,080.59
02/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,853.91	341.95	5,195.86
02/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
02/16/2021	Interest	06406FAD5	200,000.00	Bank of NY Mellon Corp Callable Note Cont 6/16/2023 2.2% Due 8/16/2023	0.00	2,200.00	2,200.00
02/16/2021	Maturity	98878BER5	248,000.00	Zions Bank Negotiable CD 1.7% Due 2/16/2021	248,000.00	2,125.33	250,125.33
02/17/2021	Interest	69353RFB9	250,000.00	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 2/17/2022	0.00	3,281.25	3,281.25
02/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	2,289.47	24.71	2,314.18
02/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21

Cash Flow Report

As of January 31, 2021

Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
02/19/2021	Paydown	3137BM6P6	0.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
02/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,913.60	129.33	2,042.93
02/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,426.03	47.00	2,473.03
02/21/2021	Interest	29976D2F6	248,000.00	Everbank Negotiable CD 2.05% Due 2/14/2022	0.00	2,562.89	2,562.89
02/24/2021	Interest	3137EAEV7	300,000.00	FHLMC Note 0.25% Due 8/24/2023	0.00	381.25	381.25
02/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
02/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
02/26/2021	Maturity	46147URQ5	248,000.00	Investors Community Bank Negotiable CD 1.5% Due 2/26/2021	248,000.00	254.79	248,254.79
02/28/2021	Interest	48714LAC3	248,000.00	Kearny Bank Negotiable CD 1.75% Due 3/1/2021	0.00	2,187.84	2,187.84
FEB 2021					**541,489.24**	**23,335.36**	**564,824.60**
03/01/2021	Interest	46647PAH9	210,000.00	JP Morgan Chase & Co Callable Note 2X 3/1/2024 3.22% Due 3/1/2025	0.00	3,381.00	3,381.00
03/01/2021	Maturity	48714LAC3	248,000.00	Kearny Bank Negotiable CD 1.75% Due 3/1/2021	248,000.00	11.89	248,011.89
03/08/2021	Interest	24422ETV1	305,000.00	John Deere Capital Corp Note 2.15% Due 9/8/2022	0.00	3,278.75	3,278.75
03/08/2021	Interest	3137EAEW5	300,000.00	FHLMC Note 0.25% Due 9/8/2023	0.00	383.33	383.33
03/10/2021	Interest	3130ADRG9	350,000.00	FHLB Note 2.75% Due 3/10/2023	0.00	4,812.50	4,812.50
03/11/2021	Interest	89114QCB2	200,000.00	Toronto Dominion Bank Note 3.25% Due 3/11/2024	0.00	3,250.00	3,250.00
03/12/2021	Interest	3135G0U43	350,000.00	FNMA Note 2.875% Due 9/12/2023	0.00	5,031.25	5,031.25

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
03/15/2021	Interest	55266CRD0	248,000.00	MB Financial Bank NA Negotiable CD 1.4% Due 4/15/2021	0.00	266.35	266.35
03/15/2021	Interest	68389XBK0	200,000.00	Oracle Corp Callable Note Cont 8/15/2021 1.9% Due 9/15/2021	0.00	1,900.00	1,900.00
03/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
03/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,558.01	19.96	1,577.97
03/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	7,685.92	158.85	7,844.77
03/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,733.62	188.61	2,922.23
03/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,739.40	53.71	1,793.11
03/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,118.75	896.08	21,014.83
03/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,862.51	329.09	5,191.60
03/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
03/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	2,107.47	21.03	2,128.50
03/19/2021	Interest	459058GQ0	225,000.00	Intl. Bank Recon & Development Note 2.5% Due 3/19/2024	0.00	2,812.50	2,812.50
03/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,917.90	126.24	2,044.14
03/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,426.98	46.05	2,473.03
03/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
03/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
03/31/2021	Interest	912828T26	300,000.00	US Treasury Note 1.375% Due 9/30/2023	0.00	2,062.50	2,062.50

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
MAR 2021					**293,150.56**	**30,459.49**	**323,610.05**
04/06/2021	Maturity	140420XR6	248,000.00	Capital One Bank USA NA Negotiable CD 1.7% Due 4/6/2021	248,000.00	2,102.22	250,102.22
04/07/2021	Interest	08173QBS4	248,000.00	Beneficial Bank Negotiable CD 1.55% Due 10/7/2021	0.00	1,916.73	1,916.73
04/08/2021	Interest	3133ELWD2	285,000.00	FFCB Note 0.375% Due 4/8/2022	0.00	534.38	534.38
04/15/2021	Dividend	90LAIF$00	205,887,645.52	Local Agency Investment Fund State Pool	0.00	2,611.37	2,611.37
04/15/2021	Maturity	55266CRD0	248,000.00	MB Financial Bank NA Negotiable CD 1.4% Due 4/15/2021	248,000.00	294.88	248,294.88
04/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	7,461.30	147.45	7,608.75
04/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,166.37	847.29	21,013.66
04/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,554.27	19.51	1,573.78
04/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,871.13	316.21	5,187.34
04/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
04/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,743.02	50.41	1,793.43
04/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,739.76	184.22	2,923.98
04/16/2021	Interest	3137EAEY1	225,000.00	FHLMC Note 0.125% Due 10/16/2023	0.00	140.63	140.63
04/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
04/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,925.03	17.64	1,942.67
04/19/2021	Maturity	06051GFW4	200,000.00	Bank of America Corp Note 2.625% Due 4/19/2021	200,000.00	2,625.00	202,625.00

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
04/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,427.93	45.10	2,473.03
04/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,922.22	123.14	2,045.36
04/21/2021	Call	808513AW5	200,000.00	Charles Schwab Corp Callable Note Cont 4/21/2021 3.25% Due 5/21/2021	200,000.00	2,708.33	202,708.33
04/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
04/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
04/30/2021	Maturity	912828Q78	30,000.00	US Treasury Note 1.375% Due 4/30/2021	30,000.00	206.25	30,206.25
APR 2021					**970,811.03**	**16,320.56**	**987,131.59**
05/01/2021	Interest	78015K7C2	225,000.00	Royal Bank of Canada Note 2.25% Due 11/1/2024	0.00	2,531.25	2,531.25
05/03/2021	Interest	037833AK6	200,000.00	Apple Inc Note 2.4% Due 5/3/2023	0.00	2,400.00	2,400.00
05/05/2021	Interest	3137EAER6	305,000.00	FHLMC Note 0.375% Due 5/5/2023	0.00	571.88	571.88
05/06/2021	Interest	3137EAEZ8	335,000.00	FHLMC Note 0.25% Due 11/6/2023	0.00	421.08	421.08
05/06/2021	Interest	3133ELYR9	325,000.00	FFCB Note 0.25% Due 5/6/2022	0.00	406.25	406.25
05/07/2021	Interest	3135G06G3	350,000.00	FNMA Note 0.5% Due 11/7/2025	0.00	850.69	850.69
05/13/2021	Interest	459200JX0	200,000.00	IBM Corp Note 2.85% Due 5/13/2022	0.00	2,850.00	2,850.00
05/15/2021	Interest	912828VB3	250,000.00	US Treasury Note 1.75% Due 5/15/2023	0.00	2,187.50	2,187.50
05/15/2021	Interest	912828WJ5	300,000.00	US Treasury Note 2.5% Due 5/15/2024	0.00	3,750.00	3,750.00
05/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,214.10	798.38	21,012.48

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
05/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	7,236.14	136.38	7,372.52
05/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,745.93	179.81	2,925.74
05/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
05/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,550.50	19.05	1,569.55
05/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,746.65	47.10	1,793.75
05/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,879.77	303.30	5,183.07
05/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
05/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,742.15	14.54	1,756.69
05/19/2021	Maturity	857477AV5	200,000.00	State Street Bank Note 1.95% Due 5/19/2021	200,000.00	1,950.00	201,950.00
05/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,926.54	120.03	2,046.57
05/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,428.88	44.15	2,473.03
05/22/2021	Interest	3135G04Q3	245,000.00	FNMA Note 0.25% Due 5/22/2023	0.00	306.25	306.25
05/24/2021	Interest	459058JM6	165,000.00	Intl. Bank Recon & Development Note 0.25% Due 11/24/2023	0.00	206.25	206.25
05/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
05/25/2021	Interest	404280BA6	200,000.00	HSBC Holdings PLC Note 3.6% Due 5/25/2023	0.00	3,600.00	3,600.00
05/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
05/31/2021	Interest	91282CAZ4	150,000.00	US Treasury Note 0.375% Due 11/30/2025	0.00	281.25	281.25

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
05/31/2021	Interest	912828M80	300,000.00	US Treasury Note 2% Due 11/30/2022	0.00	3,000.00	3,000.00
MAY 2021					**244,470.66**	**28,404.94**	**272,875.60**
06/08/2021	Interest	3130A0F70	350,000.00	FHLB Note 3.375% Due 12/8/2023	0.00	5,906.25	5,906.25
06/08/2021	Interest	3134GVJ66	350,000.00	FHLMC Note 0.25% Due 6/8/2022	0.00	437.50	437.50
06/14/2021	Interest	3130A1XJ2	155,000.00	FHLB Note 2.875% Due 6/14/2024	0.00	2,228.13	2,228.13
06/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,261.94	749.36	21,011.30
06/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	7,010.42	125.65	7,136.07
06/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,888.42	290.37	5,178.79
06/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
06/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,546.67	18.60	1,565.27
06/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,750.29	43.78	1,794.07
06/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,752.11	175.39	2,927.50
06/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
06/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,558.83	11.74	1,570.57
06/20/2021	Interest	3130AHSR5	320,000.00	FHLB Note 1.625% Due 12/20/2021	0.00	2,600.00	2,600.00
06/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,930.87	116.92	2,047.79
06/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,429.83	43.20	2,473.03

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
06/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
06/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
06/26/2021	Interest	3137EAES4	300,000.00	FHLMC Note 0.25% Due 6/26/2023	0.00	375.00	375.00
06/29/2021	Maturity	87164XMJ2	248,000.00	Synchrony Bank Negotiable CD 1.55% Due 6/29/2021	248,000.00	1,916.73	249,916.73
JUN 2021					**292,129.38**	**16,468.42**	**308,597.80**
07/10/2021	Interest	3135G05G4	250,000.00	FNMA Note 0.25% Due 7/10/2023	0.00	312.50	312.50
07/11/2021	Interest	89236TEL5	200,000.00	Toyota Motor Credit Corp Note 2.7% Due 1/11/2023	0.00	2,700.00	2,700.00
07/12/2021	Maturity	02665WBF7	200,000.00	American Honda Finance Note 1.65% Due 7/12/2021	200,000.00	1,650.00	201,650.00
07/13/2021	Interest	037833DE7	200,000.00	Apple Inc Callable Note Cont 12/13/2022 2.4% Due 1/13/2023	0.00	2,400.00	2,400.00
07/13/2021	Interest	3137EADB2	350,000.00	FHLMC Note 2.375% Due 1/13/2022	0.00	4,156.25	4,156.25
07/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,753.94	40.45	1,794.39
07/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,309.89	700.23	21,010.12
07/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	6,784.16	115.25	6,899.41
07/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
07/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,897.10	277.41	5,174.51
07/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,542.80	18.15	1,560.95
07/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,758.30	170.97	2,929.27

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
07/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,375.06	9.23	1,384.29
07/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
07/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,935.22	113.80	2,049.02
07/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,430.78	42.25	2,473.03
07/24/2021	Interest	949746SK8	200,000.00	Wells Fargo Company Callable Note 1X 1/24/2023 3.069% Due 1/24/2023	0.00	3,069.00	3,069.00
07/24/2021	Interest	90331HNV1	250,000.00	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 7/24/2023	0.00	4,250.00	4,250.00
07/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
07/25/2021	Interest	3137EAET2	170,000.00	FHLMC Note 0.125% Due 7/25/2022	0.00	106.25	106.25
07/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
07/30/2021	Interest	747525AR4	75,000.00	Qualcomm Inc Callable Note Cont 12/30/2022 2.6% Due 1/30/2023	0.00	975.00	975.00
07/31/2021	Interest	912828Y87	300,000.00	US Treasury Note 1.75% Due 7/31/2024	0.00	2,625.00	2,625.00
07/31/2021	Interest	912828V80	200,000.00	US Treasury Note 2.25% Due 1/31/2024	0.00	2,250.00	2,250.00
JUL 2021					**243,787.25**	**27,411.54**	**271,198.79**
08/06/2021	Interest	594918BX1	200,000.00	Microsoft Callable Note Cont 12/6/2023 2.875% Due 2/6/2024	0.00	2,875.00	2,875.00
08/09/2021	Maturity	69371RP42	200,000.00	Paccar Financial Corp Note 3.15% Due 8/9/2021	200,000.00	3,150.00	203,150.00
08/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,905.78	264.43	5,170.21
08/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
08/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,538.89	17.70	1,556.59
08/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,757.59	37.12	1,794.71
08/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,764.51	166.53	2,931.04
08/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	6,557.35	105.19	6,662.54
08/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,357.95	650.98	21,008.93
08/16/2021	Interest	06406FAD5	200,000.00	Bank of NY Mellon Corp Callable Note Cont 6/16/2023 2.2% Due 8/16/2023	0.00	2,200.00	2,200.00
08/17/2021	Interest	69353RFB9	250,000.00	PNC Bank Callable Note Cont 1/18/2022 2.625% Due 2/17/2022	0.00	3,281.25	3,281.25
08/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,190.85	7.02	1,197.87
08/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
08/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,939.57	110.67	2,050.24
08/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,431.74	41.29	2,473.03
08/21/2021	Interest	29976D2F6	248,000.00	Everbank Negotiable CD 2.05% Due 2/14/2022	0.00	2,521.11	2,521.11
08/24/2021	Interest	3137EAEV7	300,000.00	FHLMC Note 0.25% Due 8/24/2023	0.00	375.00	375.00
08/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
08/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
AUG 2021					**243,444.23**	**17,233.09**	**260,677.32**
09/01/2021	Interest	46647PAH9	210,000.00	JP Morgan Chase & Co Callable Note 2X 3/1/2024 3.22% Due 3/1/2025	0.00	3,381.00	3,381.00

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
09/08/2021	Interest	3137EAEW5	300,000.00	FHLMC Note 0.25% Due 9/8/2023	0.00	375.00	375.00
09/08/2021	Interest	24422ETV1	305,000.00	John Deere Capital Corp Note 2.15% Due 9/8/2022	0.00	3,278.75	3,278.75
09/10/2021	Interest	3130ADRG9	350,000.00	FHLB Note 2.75% Due 3/10/2023	0.00	4,812.50	4,812.50
09/11/2021	Interest	89114QCB2	200,000.00	Toronto Dominion Bank Note 3.25% Due 3/11/2024	0.00	3,250.00	3,250.00
09/12/2021	Interest	3135G0U43	350,000.00	FNMA Note 2.875% Due 9/12/2023	0.00	5,031.25	5,031.25
09/15/2021	Maturity	68389XBK0	200,000.00	Oracle Corp Callable Note Cont 8/15/2021 1.9% Due 9/15/2021	200,000.00	1,900.00	201,900.00
09/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	0.00	297.42	297.42
09/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,770.72	162.09	2,932.81
09/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,761.25	33.78	1,795.03
09/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,914.48	251.43	5,165.91
09/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,534.94	17.25	1,552.19
09/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	6,330.00	95.46	6,425.46
09/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,406.14	601.61	21,007.75
09/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
09/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	1,006.19	5.11	1,011.30
09/19/2021	Interest	459058GQ0	225,000.00	Intl. Bank Recon & Development Note 2.5% Due 3/19/2024	0.00	2,812.50	2,812.50
09/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,943.94	107.53	2,051.47

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
09/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,432.69	40.34	2,473.03
09/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
09/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
09/30/2021	Interest	912828T26	300,000.00	US Treasury Note 1.375% Due 9/30/2023	0.00	2,062.50	2,062.50
SEP 2021					**243,100.35**	**29,647.90**	**272,748.25**
10/07/2021	Maturity	08173QBS4	248,000.00	Beneficial Bank Negotiable CD 1.55% Due 10/7/2021	248,000.00	1,927.27	249,927.27
10/08/2021	Interest	3133ELWD2	285,000.00	FFCB Note 0.375% Due 4/8/2022	0.00	534.38	534.38
10/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,454.43	552.12	21,006.55
10/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	6,102.09	86.07	6,188.16
10/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,923.20	238.41	5,161.61
10/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	10,100.64	297.42	10,398.06
10/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,530.95	16.80	1,547.75
10/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,764.92	30.43	1,795.35
10/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,776.96	157.63	2,934.59
10/16/2021	Interest	3137EAEY1	225,000.00	FHLMC Note 0.125% Due 10/16/2023	0.00	140.63	140.63
10/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
10/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	821.09	3.49	824.58

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
10/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,433.64	39.39	2,473.03
10/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,948.31	104.39	2,052.70
10/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
10/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
OCT 2021					**300,856.23**	**5,260.81**	**306,117.04**
11/01/2021	Interest	78015K7C2	225,000.00	Royal Bank of Canada Note 2.25% Due 11/1/2024	0.00	2,531.25	2,531.25
11/03/2021	Interest	037833AK6	200,000.00	Apple Inc Note 2.4% Due 5/3/2023	0.00	2,400.00	2,400.00
11/05/2021	Interest	3137EAER6	305,000.00	FHLMC Note 0.375% Due 5/5/2023	0.00	571.88	571.88
11/06/2021	Interest	3137EAEZ8	335,000.00	FHLMC Note 0.25% Due 11/6/2023	0.00	418.75	418.75
11/06/2021	Interest	3133ELYR9	325,000.00	FFCB Note 0.25% Due 5/6/2022	0.00	406.25	406.25
11/07/2021	Interest	3135G06G3	350,000.00	FNMA Note 0.5% Due 11/7/2025	0.00	875.00	875.00
11/13/2021	Interest	459200JX0	200,000.00	IBM Corp Note 2.85% Due 5/13/2022	0.00	2,850.00	2,850.00
11/15/2021	Interest	912828WJ5	300,000.00	US Treasury Note 2.5% Due 5/15/2024	0.00	3,750.00	3,750.00
11/15/2021	Interest	912828VB3	250,000.00	US Treasury Note 1.75% Due 5/15/2023	0.00	2,187.50	2,187.50
11/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,768.60	27.08	1,795.68
11/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,502.83	502.53	21,005.36
11/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	5,873.63	77.02	5,950.65

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
11/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	9,891.57	283.44	10,175.01
11/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,783.21	153.16	2,936.37
11/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,931.93	225.36	5,157.29
11/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,526.90	16.36	1,543.26
11/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
11/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	635.54	2.17	637.71
11/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,434.60	38.43	2,473.03
11/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,952.70	101.24	2,053.94
11/22/2021	Interest	3135G04Q3	245,000.00	FNMA Note 0.25% Due 5/22/2023	0.00	306.25	306.25
11/24/2021	Interest	459058JM6	165,000.00	Intl. Bank Recon & Development Note 0.25% Due 11/24/2023	0.00	206.25	206.25
11/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
11/25/2021	Interest	404280BA6	200,000.00	HSBC Holdings PLC Note 3.6% Due 5/25/2023	0.00	3,600.00	3,600.00
11/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
11/30/2021	Interest	912828M80	300,000.00	US Treasury Note 2% Due 11/30/2022	0.00	3,000.00	3,000.00
11/30/2021	Interest	91282CAZ4	150,000.00	US Treasury Note 0.375% Due 11/30/2025	0.00	281.25	281.25
NOV 2021					**52,301.51**	**25,943.55**	**78,245.06**
12/08/2021	Interest	3130A0F70	350,000.00	FHLB Note 3.375% Due 12/8/2023	0.00	5,906.25	5,906.25

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
12/08/2021	Interest	3134GVJ66	350,000.00	FHLMC Note 0.25% Due 6/8/2022	0.00	437.50	437.50
12/14/2021	Interest	3130A1XJ2	155,000.00	FHLB Note 2.875% Due 6/14/2024	0.00	2,228.13	2,228.13
12/15/2021	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,772.28	23.72	1,796.00
12/15/2021	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,789.47	148.69	2,938.16
12/15/2021	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,940.68	212.29	5,152.97
12/15/2021	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,522.82	15.91	1,538.73
12/15/2021	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	9,681.60	269.76	9,951.36
12/15/2021	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	5,644.62	68.31	5,712.93
12/15/2021	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,551.35	452.81	21,004.16
12/18/2021	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
12/18/2021	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	449.53	1.15	450.68
12/20/2021	Maturity	3130AHSR5	320,000.00	FHLB Note 1.625% Due 12/20/2021	320,000.00	2,600.00	322,600.00
12/20/2021	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,957.09	98.08	2,055.17
12/20/2021	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,435.55	37.48	2,473.03
12/25/2021	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
12/25/2021	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
12/26/2021	Interest	3137EAES4	300,000.00	FHLMC Note 0.25% Due 6/26/2023	0.00	375.00	375.00

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
DEC 2021					**371,744.99**	**14,007.46**	**385,752.45**
01/10/2022	Interest	3135G05G4	250,000.00	FNMA Note 0.25% Due 7/10/2023	0.00	312.50	312.50
01/11/2022	Interest	89236TEL5	200,000.00	Toyota Motor Credit Corp Note 2.7% Due 1/11/2023	0.00	2,700.00	2,700.00
01/13/2022	Interest	037833DE7	200,000.00	Apple Inc Callable Note Cont 12/13/2022 2.4% Due 1/13/2023	0.00	2,400.00	2,400.00
01/13/2022	Maturity	3137EADB2	350,000.00	FHLMC Note 2.375% Due 1/13/2022	350,000.00	4,156.25	354,156.25
01/15/2022	Paydown	89232HAC9	215,000.00	Toyota Auto Receivable Own 2020-A A3 1.66% Due 5/15/2024	9,470.75	256.37	9,727.12
01/15/2022	Paydown	89231PAD0	129,039.12	Toyota Auto Receivables Trust 2018-D A3 3.18% Due 3/15/2023	4,949.43	199.20	5,148.63
01/15/2022	Paydown	89236XAC0	70,000.00	Toyota Auto Receivables 2020-D A3 0.35% Due 1/15/2025	1,518.68	15.47	1,534.15
01/15/2022	Paydown	43815NAC8	115,000.00	Honda Auto Receivables Trust 2019-3 A3 1.78% Due 8/15/2023	5,415.06	59.93	5,474.99
01/15/2022	Paydown	477870AB5	30,005.21	John Deere Owner Trust 2019-B A2 2.28% Due 5/16/2022	1,775.98	20.35	1,796.33
01/15/2022	Paydown	47789JAD8	389,586.59	John Deere Owner Trust 2019-A A3 2.91% Due 7/17/2023	20,599.99	402.97	21,002.96
01/15/2022	Paydown	65479JAD5	120,000.00	Nissan Auto Receivables Owner 2019-C A3 1.93% Due 7/15/2024	2,795.75	144.20	2,939.95
01/18/2022	Paydown	89238KAD4	15,364.31	Toyota Auto Receivables Trust 2017-D A3 1.93% Due 1/18/2022	263.09	0.42	263.51
01/18/2022	Paydown	43813KAC6	85,000.00	Honda Auto Receivables Trust 2020-3 A3 0.37% Due 10/18/2024	0.00	26.21	26.21
01/20/2022	Paydown	92348AAA3	80,000.00	Verizon Owner Trust 2019-C A1A 1.94% Due 4/22/2024	1,961.49	94.92	2,056.41
01/20/2022	Paydown	92290BAA9	120,000.00	Verizon Owner Trust 2020-B A 0.47% Due 2/20/2025	2,436.50	36.53	2,473.03
01/24/2022	Call	949746SK8	200,000.00	Wells Fargo Company Callable Note 1X 1/24/2023 3.069% Due 1/24/2023	200,000.00	3,069.00	203,069.00

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Payment Date	Transaction Type	CUSIP	Quantity	Security Description	Principal Amount	Income	Total Amount
01/24/2022	Interest	90331HNV1	250,000.00	US Bank NA Callable Note Cont 6/23/2023 3.4% Due 7/24/2023	0.00	4,250.00	4,250.00
01/25/2022	Interest	3137BM6P6	135,000.00	FHLMC K721 A2 3.09% Due 8/25/2022	0.00	347.63	347.63
01/25/2022	Interest	3137EAET2	170,000.00	FHLMC Note 0.125% Due 7/25/2022	0.00	106.25	106.25
01/25/2022	Paydown	3137B4GY6	275,000.00	FHLMC K032 A2 3.31% Due 5/25/2023	0.00	758.54	758.54
01/30/2022	Interest	747525AR4	75,000.00	Qualcomm Inc Callable Note Cont 12/30/2022 2.6% Due 1/30/2023	0.00	975.00	975.00
01/31/2022	Interest	912828Y87	300,000.00	US Treasury Note 1.75% Due 7/31/2024	0.00	2,625.00	2,625.00
01/31/2022	Interest	912828V80	200,000.00	US Treasury Note 2.25% Due 1/31/2024	0.00	2,250.00	2,250.00
JAN 2022					**601,186.72**	**25,206.74**	**626,393.46**
TOTAL					**4,398,472.15**	**259,699.86**	**4,658,172.01**

Important Disclosures

Chandler Asset Management, Inc. (“Chandler”) is an SEC registered investment adviser. For additional information about our firm, please see our current disclosures (Form ADV). To obtain a copy of our current disclosures, you may contact your client service representative by calling the number on the front of this statement or you may visit our website at www.chandlerasset.com.

Information contained in this monthly statement is confidential and is provided for informational purposes only and should not be construed as specific investment or legal advice. The information contained herein was obtained from sources believed to be reliable as of the date of this statement, but may become outdated or superseded at any time without notice.

Custody: Your qualified custodian bank maintains control of all assets reflected in this statement and we urge you to compare this statement to the one you receive from your qualified custodian. Chandler does not have any authority to withdraw or deposit funds from/to the custodian account.

Valuation: Prices are provided by IDC, an independent pricing source. In the event IDC does not provide a price or if the price provided is not reflective of fair market value, Chandler will obtain pricing from an alternative approved third party pricing source in accordance with our written valuation policy and procedures. Our valuation procedures are also disclosed in Item 5 of our Form ADV Part 2A.

Performance: Performance results are presented gross-of-advisory fees and represent the client’s Total Return. The deduction of advisory fees lowers performance results. These results include the reinvestment of dividends and other earnings. Past performance may not be indicative of future results. Therefore, clients should not assume that future performance of any specific investment or investment strategy will be profitable or equal to past performance levels. All investment strategies have the potential for profit or loss. Economic factors, market conditions or changes in investment strategies, contributions or withdrawals may materially alter the performance and results of your portfolio.

Source ice Data Indices, LLC ("ICE"), used with permission. ICE PERMITS USE OF THE ICE INDICES AND RELATED DATA ON AN "AS IS" BASIS; ICE, ITS AFFILIATES AND THEIR RESPECTIVE THIRD PARTY SUPPLIERS DISCLAIM ANY AND ALL WARRANTIES AND REPRESENTATIONS, EXPRESS AND/OR IMPLIED, INCLUDING ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE, INCLUDING THE INDICES, INDEX DATA AND ANY DATA INCLUDED IN, RELATED TO, OR DERIVED THEREFROM. NEITHER ICE DATA, ITS AFFILIATES OR THEIR RESPECTIVE THIRD PARTY PROVIDERS GUARANTEE THE QUALITY, ADEQUACY, ACCURACY, TIMELINESS OR COMPLETENESS OF THE INDICES OR THE INDEX DATA OR ANY COMPONENT THEREOF, AND THE INDICES AND INDEX DATA AND ALL COMPONENTS THEREOF ARE PROVIDED ON AN "AS IS" BASIS AND LICENSEE'S USE IS AT LICENSEE'S OWN RISK. ICE DATA, ITS AFFILIATES AND THEIR RESPECTIVE THIRD PARTY DO NOT SPONSOR, ENDORSE, OR RECOMMEND CHANDLER, OR ANY OF ITS PRODUCTS OR SERVICES.

Index returns assume reinvestment of all distributions. Historical performance results for investment indexes generally do not reflect the deduction of transaction and/or custodial charges or the deduction of an investment management fee, the incurrence of which would have the effect of decreasing historical performance results. It is not possible to invest directly in an index.

Ratings: Ratings information have been provided by Moody’s, S&P and Fitch through data feeds we believe to be reliable as of the date of this statement, however we cannot guarantee its accuracy.

Security level ratings for U.S. Agency issued mortgage-backed securities (“MBS”) reflect the issuer rating because the securities themselves are not rated. The issuing U.S. Agency guarantees the full and timely payment of both principal and interest and carries a AA+/Aaa/AAA by S&P, Moody’s and Fitch respectively.

City of Gardena

Gardena City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 8.F
Section: CONSENT CALENDAR
Meeting Date: March 9, 2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING BY AND BETWEEN CITY OF GARDENA AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR NET TOLL REVENUE RE-INVESTMENT GRANT
CONTACT: TRANSPORTATION

COUNCIL ACTION REQUIRED:

RECOMMENDATION AND STAFF SUMMARY:
Los Angeles County Metropolitan Transportation Authority (Metro) developed Metro ExpressLanes, a program designed to improve traffic flow and provide enhanced travel options in Los Angeles County using congestion pricing. State law requires the net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived. Metro accomplishes this through its Net Toll Revenue Reinvestment Grant Program.

In 2017 GTrans was awarded funding for its Intelligent Transportation System Project, GTrans Real Time Information Deployment (GRID) which consists of an integrated computer automated dispatching/automated vehicle location (CAD/AVL) solution and includes the capabilities for a future real-time passenger information system and Transit Signal Priority (TSP). GTrans was awarded $1,375,000 in funding towards the project. City Council authorized a contract with Clever Devices, Inc. for this project in 2019, and the project is underway. Metro requires an extension of this agreement until October 20, 2021 to ensure GTrans can continue to use the funds.

Therefore, it is recommended that Council authorize the execution of the amendment to the funding agreement between Metro and the City of Gardena for the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program.

FINANCIAL IMPACT/COST:
GTrans was awarded $1,375,000 in Net Toll Revenue funds from Metro, with a local match of $800,000 in previously obligated state and local funding specifically for this project. There is no impact to the General Fund.

ATTACHMENTS:
Amendment_1_to_Agreement_Between_Metro_and_City_of_Gardena_for_

ExpressLanes_ITS_Project.pdf

APPROVED:

_____

Clint Osorio, City Manager

AMENDMENT 1 TO THE AGREEMENT BETWEEN THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AND THE CITY OF GARDENA

This Amendment 1 to the Agreement ("Amendment") by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and City of Gardena ("Grantee") is effective upon signature of both parties.

RECITALS:

A. Whereas, the Grantee and LACMTA entered into that Agreement No. 920000000MX201431, dated April 20, 2017 ("Existing Agreement") which provides for Gardena Transits Innovative ITS Rollout - Metro ExpressLanes Net Toll Revenue Re-Investment Grant ID# MX201431 ("Project") and,

B. Whereas, LACMTA desires to extend the lapsing date of the Project to October 20, 2021.

AGREEMENT:

NOW, THEREFORE, the parties hereby agree as follows:

1. Part II, Paragraph 8.1 of the Existing Agreement is hereby amended by deleting it in its entirety and replacing it with the following:

"8. TIMELY USE OF FUNDS/REPROGRAMMING OF FUNDS:

8.1 GRANTEE must demonstrate timely use of the Funds by:

(i) Executing this Agreement within sixty (60) days of receiving formal transmittal of the Grant Agreement boilerplate from LACMTA; and

(ii) Meeting the Project milestones due dates as agreed upon by the LACMTA and Grantee as stated in **Attachment C** (Scope of Work) and **Attachment E** (Project Milestones Schedule) of this Agreement. Contracts for construction or capital purchase shall be executed within nine (9) months from the date of completion of design. Project design (preliminary engineering) must begin within six (6) months from the identified milestone start date. Funds programmed by LACMTA for Project development or right-of-way costs must be

expended by the end of the second fiscal year following the year the Funds were first programmed; and

(iii) Timely submitting the Quarterly Progress/Expenditure Report as described in Part II, Section 4.1 of this Agreement; and

(iv) Expending the Funds granted under this Agreement for allowable costs within forty-two (42) months from the date the Grant Agreement is executed ("the Lapsing Date").

(v) Notwithstanding paragraph (iv) above, funds programmed for FY 2018-19 are subject to lapse on October 20, 2021.

2. Except as expressly amended hereby, the Existing Agreement remains in full force and effect as originally executed. All rights and obligations of the parties under the Agreement that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment to be duly executed and delivered as of the above date.

LACMTA:
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By: _____ Date: _____
Phillip A. Washington
Chief Executive Officer

APPROVED AS TO FORM:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____ Date: 2/9/2021
Deputy

GRANTEE:
CITY OF GARDENA

By: _____ Date: _____
Tasha Cerda
Mayor

APPROVED AS TO FORM:

By: _____ Date: 03/02/2021
Carmen Vasquez
City Attorney

AMENDMENT No. 1 TO
PROPOSITION A DISCRETIONARY INCENTIVE GRANT PROGRAM
MEMORANDUM OF UNDERSTANDING
FOR SUB-REGIONAL PARATRANSIT SERVICES

CONTRACT NUMBER 910000000PA5GAR

This Amendment No. 1 to Proposition A Discretionary Incentive Grant Program Memorandum of Understanding for Sub-Regional Paratransit Services (this "Amendment"), is dated as of September 30th, 2020, by and between City of Gardena ("City"), and the Los Angeles County Metropolitan Transportation Authority ("LACMTA").

RECITALS:

A. City and the LACMTA entered into that certain Memorandum of Understanding MOU No. 910000000PA5GAR ("Existing MOU"), dated July 1, 2016, which the Existing MOU provides Proposition A (5% of 40%) Discretionary Incentive Program ("Program") funding to eligible recipients that provide specialized transportation service in conjunction with other agencies in accordance with the requirements of the Program Guidelines, adopted September 26, 2001, ("Guidelines"); and

B. In recognition of the needs of participating operators as a result of the COVID-19 pandemic, on September 24th, 2020 the LACMTA Board approved the Fiscal Year 2021 Transit Fund Allocations ("FAP") in which additional CARES Act equivalent funding was made available to operators that participate in this Program and for FY 2020-2021 only, LACMTA will provide funding that exceeds the 25% of operating costs cap.

C. City and LACMTA desire to amend the Existing MOU as provided herein.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties hereby agree as follows:

1. The Existing MOU is hereby amended by adding a new Section 8, which reads as follows:

   8. CARES ACT FUNDING

   In recognition of the needs of participating operators as a result of the COVID-19 pandemic, on September 24th, 2020 the LACMTA Board approved the Fiscal Year 2021 Transit Fund Allocations ("FAP") in which additional CARES Act equivalent funding was made available to operators that participate in this Program. Notwithstanding the provisions of sections 3.1, 3.4, and 4.1 above, for FY 2020-2021 only, LACMTA will provide funding that may exceed the 25% of operating costs cap.

2. Except as expressly amended hereby, the Existing MOU remains in full force and effect as originally executed. All rights and obligations of the parties under the Existing MOU that are not expressly amended by this Amendment shall remain unchanged.

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to be duly executed and delivered as of the above date.

City of Gardena

By: _____ Date: _____
Name: Tasha Cerda
Title: Mayor

Approved as to form:
By:_____ Date: 03/02/2021
Name: Carmen Vasquez
Title: City Attorney

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY

By: _____ Date: _____
Name: Phillip A. Washington
Title: Chief Executive Officer

Approved as to form:

RODRIGO A. CASTRO-SILVA
County Counsel

By: _____ Date: 2/12/2021
Deputy

City of Gardena

Gardena City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 8.H
Section: CONSENT CALENDAR
Meeting Date: March 9, 2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: RESOLUTION NO. 6496: ARTESIA BOULEVARD LANDSCAPING ASSESSMENT DISTRICT RENEWAL FOR THE FISCAL YEAR COMMENCING JULY 1, 2021 AND ENDING JUNE 30, 2022
CONTACT: PUBLIC WORKS

COUNCIL ACTION REQUIRED:

RECOMMENDATION AND STAFF SUMMARY:

Staff respectfully recommends that City Council adopt Resolution No.6496, which directs the City Manager to order the Engineering Staff to prepare and file a report for the maintenance of landscaping improvements and appurtenant facilities within the median islands on Artesia Boulevard between Western Avenue and Normandie Avenue for the fiscal year 2021-2022.

This Resolution is in accordance with Article 4, Chapter 1, Part 2 of the Streets and Highways Code of the State of California,
Landscaping and Lighting Act of 1972.

It is the first step of the annual renewal of the City of Gardena Artesia Landscaping Assessment District.

FINANCIAL IMPACT/COST:

Amount of Expense: N/A
Funding Source: Assessment District

ATTACHMENTS:
Artesia Blvd. Landscaping Resolution 6496 .pdf
Vicinity Map.pdf

APPROVED:

_____

Clint Osorio, City Manager

RESOLUTION NO. 6496

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, ARTESIA BOULEVARD LANDSCAPING ASSESSMENT DISTRICT RENEWAL FOR THE FISCAL YEAR COMMENCING JULY 1ST, 2021 AND ENDING JUNE 30TH, 2022.

WHEREAS, the City of Gardena has an assessment district which was created pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code § 22500); and

WHEREAS, assessments are to be levied and collected within the Artesia Boulevard Landscaping Assessment District for the 2021-2022 fiscal year; and

WHEREAS, the procedure for levy of annual assessments found in the California Streets and Highways Code Section 22500 et seq. requires that the City Council direct the City Manager to order the Engineering Staff to prepare and file an appropriate report; and

WHEREAS, the purpose of the District is for the maintenance of landscaping improvements and appurtenant facilities within the median islands on Artesia Boulevard between Western Avenue and Normandie Avenue, and any other purposes set forth in the improvements;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That the City Manager is hereby instructed to order the Engineering Staff to prepare and file a report with the City Clerk in accordance with Article 4, Chapter 1, Part 2, of the "Landscaping and Lighting Act of 1972" (commencing at Streets and Highways Code § 22565).

SECTION 2. That a certified copy of this resolution be presented to said City Manager for his information and guidance.

SECTION 3. That this resolution shall take effect immediately.

SECTION 4. That the City Clerk shall certify to the passage and adoption of this resolution; shall cause the original of same to be entered in the book of resolutions of said City of Gardena, and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting of which the same is passed and adopted.

Passed, approved and adopted this_____ day of _____2021.

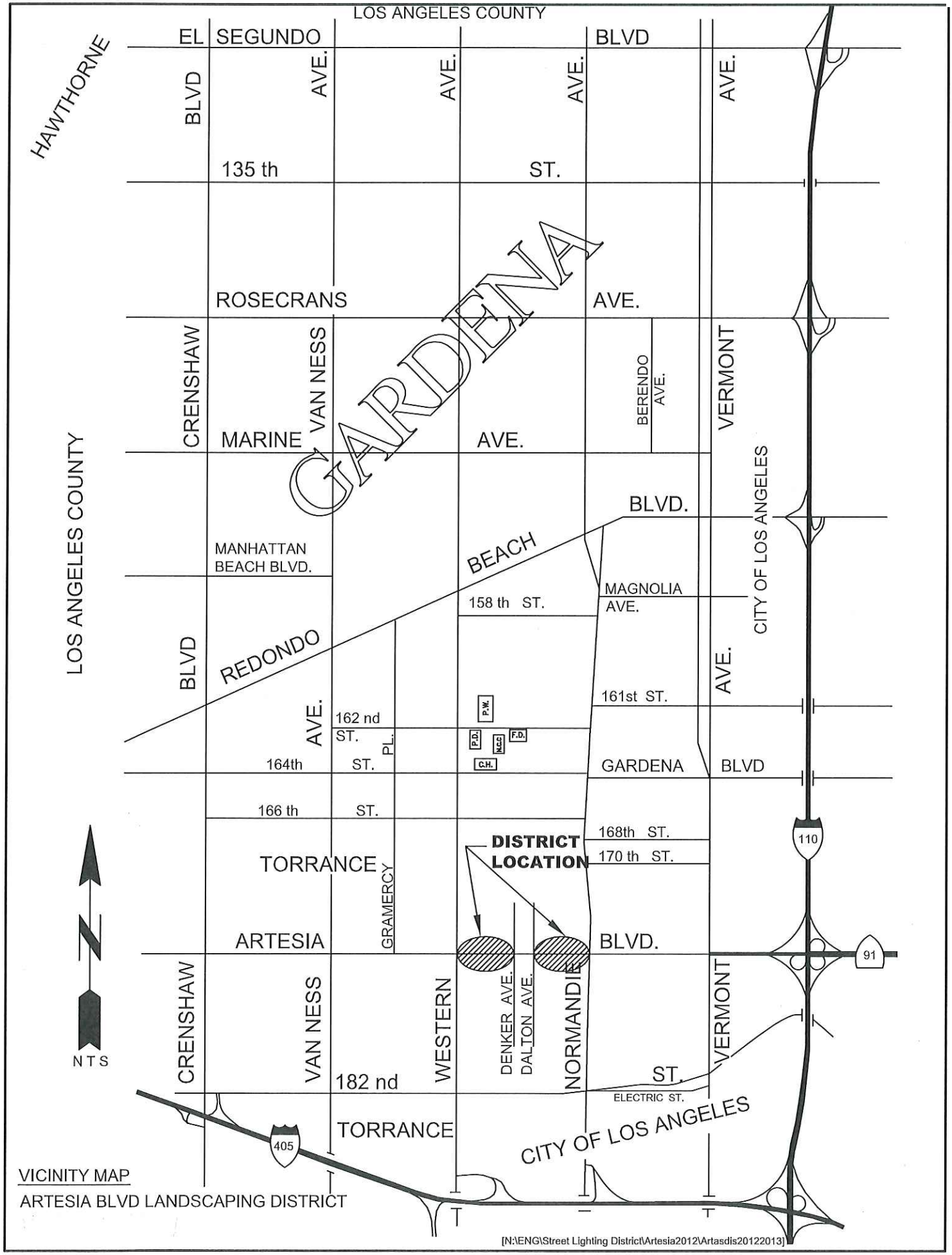
_____
TASHA CERDA, Mayor

ATTEST:

_____
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____
CARMEN VASQUEZ, City Attorney



VICINITY MAP

ARTESIA BLVD LANDSCAPING DISTRICT

[N:\ENG\Street Lighting District\Artesia2012\Artasdis20122013]

City of Gardena

Gardena City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 8.I
Section: CONSENT CALENDAR
Meeting Date: March 9, 2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: RESOLUTION NO. 6497: CONSOLIDATED STREET LIGHTING DISTRICT RENEWAL FOR THE FISCAL YEAR COMMENCING JULY 1, 2021, AND ENDING JUNE 30, 2022

CONTACT: PUBLIC WORKS

COUNCIL ACTION REQUIRED:

RECOMMENDATION AND STAFF SUMMARY:

Staff respectfully recommends that City Council adopt Resolution No. 6497 which directs the City Manager to order the Engineering Staff to prepare and file a report for the maintenance of citywide street lighting for the fiscal year 2021-2022.

This Resolution is in accordance with Article 4, Chapter 1, Part 2, of the Streets and Highways Code of the State of California, Landscaping and Lighting Act of 1972.

It is the first step of the annual renewal of the City of Gardena Consolidated Lighting District.

FINANCIAL IMPACT/COST:

Amount of Expense: N/A

Funding Source: Assessment District

ATTACHMENTS:

Consolidated Street Lighting Resolution 6497.pdf
District Map.pdf

APPROVED:

_____
Clint Osorio, City Manager

RESOLUTION NO. 6497

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA CONSOLIDATED STREET LIGHTING DISTRICT RENEWAL FOR THE FISCAL YEAR COMMENCING JULY 1ST, 2021 AND ENDING JUNE 30TH, 2022.

WHEREAS, the City of Gardena has an assessment district which was created pursuant to the Landscaping and Lighting Act of 1972 (Streets and Highways Code § 22500); and

WHEREAS, assessments are to be levied and collected within the Gardena Consolidated Street Lighting Assessment District for the 2021-2022 fiscal year; and

WHEREAS, the procedure for levy of annual assessments found in the California Streets and Highways Code Section 22500 et seq. requires that the City Council direct the City Manager to order the Engineering Staff to prepare and file an appropriate report; and

WHEREAS, in addition to maintaining the existing improvements, the City will continue to add and maintain streetlights, poles, public lighting facilities and traffic signal improvements at various locations throughout the District during the next fiscal year;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, FIND, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That the City Manager is hereby instructed to order the Engineering Staff to prepare and file a report with the City Clerk in accordance with Article 4, Chapter 1, Part 2, of the "Landscaping and Lighting Act of 1972" (commencing at Streets and Highways Code § 22565).

SECTION 2. That a certified copy of this resolution be presented to said City Manager for his information and guidance.

SECTION 3. That this resolution shall take effect immediately.

SECTION 4. That the City Clerk shall certify to the passage and adoption of this resolution; shall cause the original of same to be entered in the book of resolutions of said City of Gardena, and shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council of said City in the minutes of the meeting of which the same is passed and adopted.

Passed, approved and adopted this_____ day of _____2021.

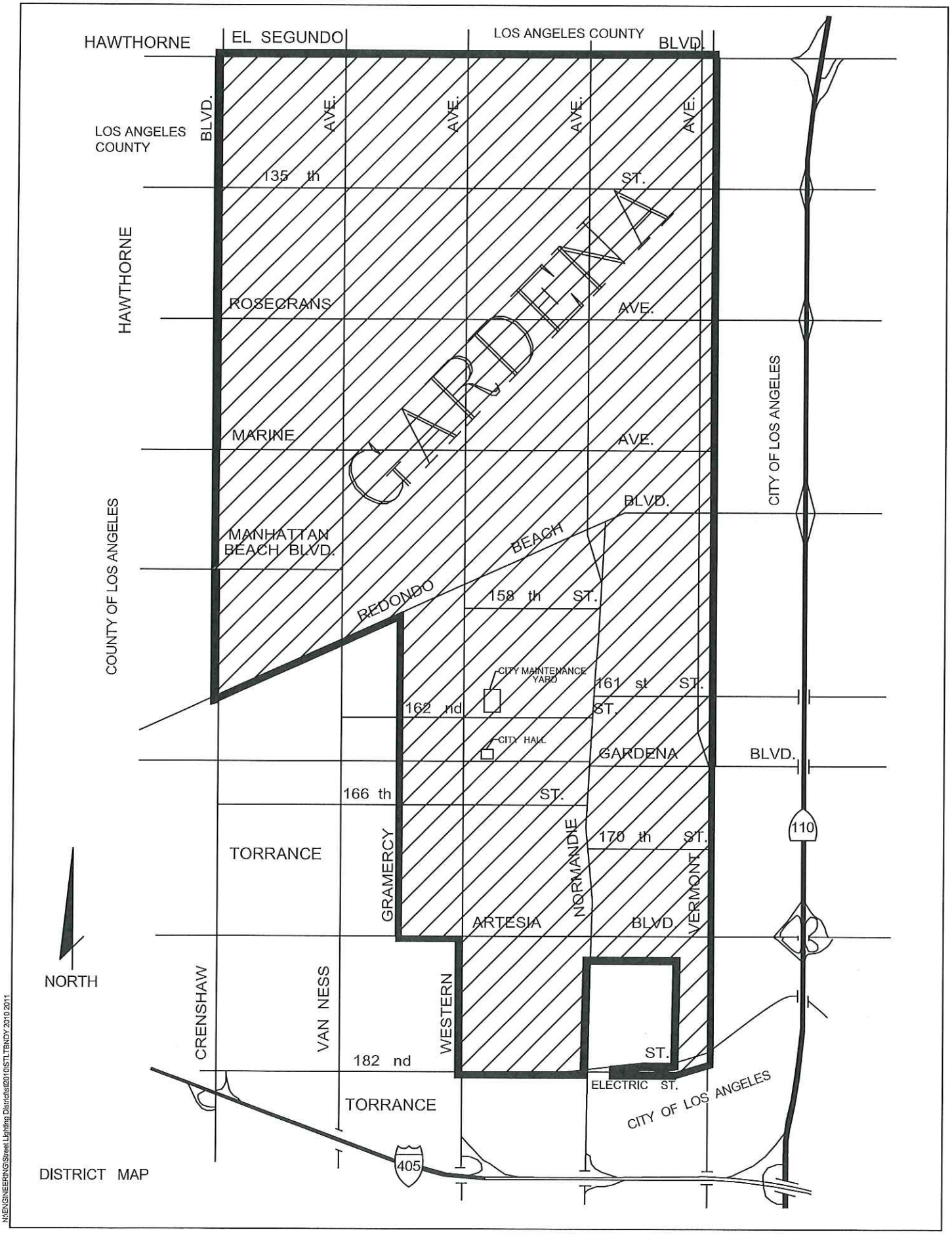
_____
TASHA CERDA, Mayor

ATTEST:

_____
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____
CARMEN VASQUEZ, City Attorney



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SIDE LETTER OF AGREEMENT
City of Gardena
and
Gardena Police Officers Association
March 9, 2021

The City of Gardena (City) and the Gardena Police Officers Association (Gardena POA) enter into this Side Letter of Agreement and hereby agree to the following:

1. In August 2019, the City of Gardena and the Gardena POA (hereinafter the "Parties") entered into a Memorandum of Understanding ("MOU"). Thereafter, an issue arose regarding application of Article II-Compensation, Section 5-Acting Compensation. The parties to the MOU hereby enter into the following Side Letter Agreement to clarify and define the applicable language and terms of the MOU.

2. The Gardena POA and the City of Gardena agree to modify the MOU as follows: Article II-Compensation, Section 5-Acting Compensation, B(3)-Compensation shall now read:

> "3) On each day during which a Police Officer is assigned to train a Police Trainee or otherwise assigned to a Specialist position, the Police Officer shall be compensated at an hourly rate over and above his/her base salary, equal to that which such employee would have been entitled to receive had he or she been entitled to "Specialist Assignment Pay".

3. It is the intent of the parties that the agreed to modifications, unless otherwise addressed herein, are intended to be permanent changes to the MOU.

This Side Letter Agreement is not intended to waive either Parties' legal rights nor the rights of the individual members of the Gardena Police Officers Association under the laws of the State of California. This Side Letter of Agreement is also not meant to confer any new benefit, nor to remove any prior benefit, other than provided above.

Agreed to on this 9th day of March, 2021 by the parties authorized representatives.

Representatives for the City:

Representatives for GPOA

SIDE LETTER OF AGREEMENT
City of Gardena
and
Gardena Police Officers Association
March 9, 2021

The City of Gardena (City) and the Gardena Police Officers Association (Gardena POA) enter into this Side Letter of Agreement and hereby agree to the following:

1. In August 2019, the City of Gardena and the Gardena POA (hereinafter the "Parties") entered into a Memorandum of Understanding ("MOU"). Thereafter, an issue arose regarding the interpretation and application of Article IV-Supplemental Benefits, Subsection 5(D)-Disposition of Equipment at Separation. The parties to the MOU hereby enter into the following Side Letter Agreement to clarify and define applicable language and terms of the MOU.

2. The Gardena POA and the City of Gardena agree to modify the MOU as follows:

   A) The terms "honorably separate," "honorably separates," "honorable separation," and/or other similar language shall be defined as an employee who separates from the Police Department for any reason other than disciplinary termination and/or resignation in lieu of a proposed termination;

   B) Article IV, Subsection 5(D)(2) shall be modified so that the disposition of equipment at separation is only applicable to employees who apply for, accept and/or are granted any form of retirement from the Police Department;

3. It is the intent of the parties that the agreed-to modifications, unless otherwise addressed herein, are intended to be permanent changes to the MOU.

This Side Letter Agreement is not intended to waive either Parties' legal rights nor the rights of the individual members of the Gardena Police Officers Association under the laws of the State of California. This Side Letter of Agreement is also not meant to confer any new benefit, nor to remove any prior benefit, other than provided above.

Agreed to on this 9th day of March, 2021, by the parties authorized representatives.

Representatives for the City:

Representatives for GPOA

CITY of GARDENA

TO: THE HONORABLE MAYOR AND CITY COUNCIL

SUBJECT: PERSONNEL REPORT

1. Report the count of confirmed COVID-19 employee cases.
   Total Count: Sixty-Eight (68)
   a. Administrative Services Department: One (1)
   b. City Clerk's Office: One (1)
   c. Elected & Administrative Offices: One (1)
   d. Community Development Department: Two (2)
   e. Transportation Department: Eighteen (18)
   f. Police Department: Twenty-Five (25)
   g. Public Works Department: Eight (8)
   h. Recreation & Human Services Department: Twelve (12)

2. Request City Council approval of the Side Letter Agreement between the City and the Gardena Police Officers Association (GPOA) setting forth the parties' mutual intent to clarify and define the applicable language and terms for Acting Specialist Pay provided under Article II, Section 5B(3) of the 2019-2024 Memorandum of Understanding. (Attachment 1)

3. Request City Council approval of the Side Letter Agreement between the City and the Gardena Police Officers Association (GPOA) setting forth the parties' mutual intent to clarify and define the applicable language and terms for Disposition of Equipment at Separation provided under Article IV, Section 5D of the 2019-2024 Memorandum of Understanding. (Attachment 2)

4. Request City Council approval for settlement authority to resolve Workers' Compensation Claim via Stipulations with Request for Award, Case No. ADJ1202956; ADJ12594939, Thomas Kang (Attachment 3).

5. Report the Reinstatement of ***AMBER SUIT*** to the position of Recreation Coordinator, Schedule 42 ($4,231 - $5,400/month) with the Recreation and Human Services Department effective March 1, 2021.

6. Report that the following individuals are on leave under the Family Medical Leave Act / California Family Rights Act (FMLA/CFRA):

   a. Paratransit Dispatcher, ***ERMA HENRY,*** of the Transportation Department effective February 21, 2021 through May 22, 2021, on a continuous basis.

   b. Bus Operator, ***RAMONA PINKNEY***, of the Transportation Department effective February 18, 2021 through April 4, 2021, on a continuous basis.

   c. Bus Operator, ***CYNTHIA FRANCE.,*** of the Transportation Department effective February 26, 2021 through a date to be determined, on a continuous basis.

d. Building Maintenance Lead, ***DAVID McMICHAEL,*** of the Public Works Department effective February 23, 2021 through March 9, 2021, on a continuous basis.

e. Police Officer, ***HUGO GUALOTUNA,*** of the Police Department effective February 22, 2021 through a date to be determined, on a continuous basis.

f. Transit Mechanic, ***ELNNER MIRANDA,*** of the Transportation Department effective March 4, 2021 through March 20, 2021, on a continuous basis.

7. Report the Medical Leave of Absence for Bus Operator, ***GREGORY BRANCH***, of the Transportation Department is on a medical leave

cc: City Attorney
City Clerk
Human Resources
Payroll

City of Gardena

Gardena City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 10.A
Section: PLANNING & ENVIRONMENTAL QUALITY COMMISSION ACTION SHEET
Meeting Date: March 9, 2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: MARCH 2, 2021

COUNCIL ACTION REQUIRED:
Receive and File. No action needed.

RECOMMENDATION AND STAFF SUMMARY:

FINANCIAL IMPACT/COST:

ATTACHMENTS:
2021_03_2 PCAX.doc

APPROVED:

_____
Clint Osorio, City Manager

CITY OF GARDENA
PLANNING & ENVIRONMENTAL QUALITY COMMISSION
CITY COUNCIL CHAMBER ■ 1700 WEST 162nd STREET
Telephone: (310) 217-9524 ■ E-mail address: CDDPlanningandZoning@cityofgardena.org

REPORT OF ACTIONS
March 2, 2021

5. PUBLIC HEARING ITEMS:

A. Environmental Assessment #14-20 and Conditional Use Permit #4-20.
Direction by Staff: Continue Item to a future Planning and Environmental Quality Commission meeting. This item will be re-noticed Inc.

Commission Action: No action taken.

B. Environmental Assessment #17-20, Zone Change #5-20, and associated *General Plan Amendment.*
Direction by Staff: This item has been removed by staff.

Commission Action: No action taken.

C. Environmental Assessment #9-20, Site Plan Review #4-20, Zone Change #4-20, General Plan Amendment #5-20, Tentative Tract Map #3-20, Variance #2-20

The Planning Commission considered a request for a General Plan Amendment, Zone Change, Tentative Tract Map, Site Plan Review and Variance all related to the development of six condominium townhomes for the property located 1031 Magnolia Avenue. The project qualified for a categorically exemption from the provision the provisions of CEQA.
Project Location: 1031 Magnolia Ave
Applicant: Steve Stapakis

Commission Action: The Commission continued the item to an unspecified future date. The item will be re-noticed in the Gardena Valley News and mailers will be sent out to all properties within a 300-foot radius of the project site.

City of Gardena

Gardena City Council Meeting

AGENDA REPORT SUMMARY

Agenda Item No. 12.A
Section: DEPARTMENTAL ITEMS - COMMUNITY DEVELOPMENT
Meeting Date: March 9, 2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: PUBLIC HEARING: ADOPTION OF MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, AMENDMENT TO THE LAND USE PLAN OF THE GENERAL PLAN TO INCREASE FLOOR AREA RATIO FOR SPECIFIC USES, AND INTRODUCTION OF AN ORDINANCE MAKING OTHER CHANGES AS WELL

RESOLUTION NO. 6486, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM

RESOLUTION NO. 6499, AMENDING THE LAND USE PLAN OF THE GENERAL PLAN TO INCREASE THE FAR UP TO 2.75 FOR SPECIFIC USES AS IDENTIFIED IN THE ZONING CODE FOR GENERAL COMMERCIAL USES AND UP TO 2.0 FOR SPECIFIC USES AS IDENTIFIED IN THE ZONING CODE FOR INDUSTRIAL USES

ORDINANCE NO. 1825, AMENDING THE ZONING CODE PRIMARILY RELATING TO DEVELOPMENT STANDARDS FOR AMENITY HOTELS, BUT MAKING OTHER CHANGES

COUNCIL ACTION REQUIRED:

Staff Recommendation: Conduct a Public Hearing, please allow three (3) minutes for each speaker; Adopt Resolution Nos. 6498 and 6499, and Introduce Ordinance No. 1825

RECOMMENDATION AND STAFF SUMMARY:
Staff respectfully recommends that the City Council conduct a public hearing and adopt Resolution No. 6498 and 6499 and introduce Ordinance No. 1825.

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

On February 16, 2021, the Planning Commission reviewed the proposed amendments and recommended that the City Council: 1) adopt the IS/MND and the MMRP; 2) amend the Land Use Plan of the General Plan; and 3) approve Ordinance No. 1825 amending the Zoning Code primarily relating to development standards for amenity hotels, with the following amendments: require a CUP for amenity hotels; do not reduce parking requirements for

amenity hotels; and keep a 10-foot setback on side streets. The Planning Commission packet is attached for reference.

The City Council has been presented with two versions of the Ordinance – the one that was originally drafted and the one with the Planning Commission's recommendations. The City Council may make further changes.

FINANCIAL IMPACT/COST:

ATTACHMENTS:

Staff Report - Amenity Hotels 030921
Attachment A - Resolution No. 6498
Exhibit A - Mitigated Negative Declaration
Appendix A - Air Quality GHG Energy Data
Appendix B - Tribal Consultation Communications
Appendix C - Transportation Memorandum
Exhibit B - Mitigation Monitoring and Reporting Program
Attachment B - Resolution No. 6499
Exhibit A - Land Use Plan Update
Attachment C - Ordinance No 1825 - Original
Attachment D - Ordinance No 1825 - PC Recommendation
Attachment F - PC Report 2-16-21 with Attach A-D
Attachment E - Resolution PC No 2-21

APPROVED:

_____
Clint Osorio, City Manager

AGENDA STAFF REPORT

AGENDA TITLE:

ADOPTION OF A RESOLUTION APPROVING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, ADOPTION OF A RESOLUTION AMENDING THE LAND USE PLAN OF THE GENERAL PLAN TO INCREASE FLOOR AREA RATIO FOR SPECIFIC USES, AND INTRODUCTION OF AN ORDINANCE MAKING CHANGES TO TITLE 18 OF THE GARDENA MUNICIPAL CODE PRIMARILY RELATING TO AMENITY HOTELS, BUT MAKING OTHER CHANGES AS WELL

INTRODUCTION:

This is a supplemental report to the information contained in the Planning Commission materials attached hereto for the development of amenity hotels, which would be allowed only on arterial and major collector streets.

BACKGROUND:

Council may remember that in July 2020 an item was presented to the City Council about the need to revise hotel development standards in order to encourage hotel development in Gardena. As a result of the City Council's direction, a draft Ordinance was prepared and a Mitigated Negative Declaration ("MND") was prepared.

The MND looked at the "worst anticipated case scenario," meaning that the City Council could make changes that did not create as much impact and there would be no need to do any further environmental review. For example, the City Council could revise the studied floor area ratio (FAR) from 2.0 to 1.5 without the need to do any additional analysis. However, if the City Council wanted to *increase* the FAR to 2.5, that would be beyond what was studied and would require additional environmental review. Not all of the changes are impacts that were required to be studied under CEQA.

On February 16, 2021 the Planning Commission held a duly noticed public hearing on the changes to the General Plan and Zoning Ordinance which primarily relates to the development of a new category of use called "amenity hotels."

ZONING CODE CHANGES – ORDINANCE NO. 1825

The proposed Ordinance would require the following for an amenity hotel:

18.42.190 Amenity Hotel.

Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

A. The hotel contains a minimum of two amenities, including but not limited to:

1. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
2. Day spa facilities;
3. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
4. A pool or other outside improved and landscaped recreation areas;
5. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than, or in addition to, free weights to allow a minimum of four individuals to work out at the same time;
6. Event space that is a minimum of 375 square feet in size;
7. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

B. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;

C. Lot size: minimum of ½ acre;

D. Location: located on an arterial or major collector street;

E. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;

F. Meets all other development standards of the applicable zone; and

G. Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the Ordinance allowing amenity hotels or that are found to be equivalent.

The following are the proposed Ordinance changes relating primarily to amenity hotels. Additional clean-up changes to the zoning code are also proposed and shown on the redlined versions of the Ordinance. The highlighted sections are the ones where the Planning Commission did not agree with the changes proposed in the draft Ordinance.

STANDARD	CURRENT REQUIREMENT (All Hotels)	PROPOSED REQUIREMENT (Amenity Hotels)
Location	Hotels permitted in C3/C4/M1/M2	Same, but only on arterial or major collector
Approval Mechanism	CUP	CUP
FAR Max. Commercial (except hotels)	0.5 (Self storage: 2.75)	Same
FAR Max. Industrial (except hotels)	1.0	Same
FAR Max Hotels	0.5	2.0
Min. Lot Size	1.0 AC	0.5 AC
Min. Lot Dimension	100'W x 150'D	Same
Building Height (C3/C4/M1/M2)	• No max. in C3 – has 2½ story limit; all other zones has 65' limit except: • 35' w/in 100' of R1/R2 zone • 45' w/in 100' of R3 zone	• 65' for C3; eliminate 2½ story limit • no change adjacent to R1/R2 zone • 50' w/in 100' of R3/R4
Setbacks (C3/C4/M1/M2)	• 10' landscaping on all street frontages • 20' front yard for hotels	• 5' landscaping on street side (all C3 properties) • 10' front yard consistent with all other developments in these zones
Parking Ratio	• 1 space/room + • 1 space/6 rooms (employees) + • Parking for add'l uses	• 0.85 space/room + • 0 spaces for employees + • Parking for add'l uses
Parking Demand Study	Required for hotels	Eliminated for hotels and amenity hotels; Parking Demand Study can be used to reduce parking requirements for either type of hotel
Parking Size	Standard: 9'x18' Compact: 8'x17' up to 25%	No change
Aisle Width	26'	25' (Citywide)
Kitchen(ettes)	20% limit	20% limit
Market Feasibility Study	Required	Not required for amenity hotels

Additional Comments

The following additional comments are provided based on input and questions from the Planning Commission.

- CUP Requirement

As noted above, as originally drafted the Ordinance provided that amenity hotels would be allowed by right. This change was recommended by hotel developers who wanted to be able to develop a hotel without any discretionary review which requires additional time. However, after further discussion among staff, it was determined that it may be prudent to retain the CUP process as even well-established hotels can become problematic. The CUP mechanism provides the City with an additional enforcement tool. While not universal, a CUP is a common requirement. For example, a CUP is required in Carson, Hawthorne, Manhattan Beach, Redondo Beach, Torrance, and certain zones in El Segundo and Lomita.

The Planning Commission recommended that the CUP requirement remain.

- FAR Maximum

The proposed FAR increase also requires a change to the Land Use Plan of the General Plan which currently limits the FAR in commercial land use areas to 0.5 FAR, except for self-storage facilities, and 1.0 FAR in industrial land use areas. Other uses could not develop to the higher FAR unless there was a corresponding change in the zoning regulations as well.

- Building Height

In 2012, the City Council amended the Zoning Ordinance to eliminate a height limit in commercial zones from 2½ stories to 65 feet, with additional limitations when next to specified residential uses. The 2½ story limit did not contain any height limit. Unfortunately, due to an oversight, the changes were only made to the C-2 and C-4 zones. The change from 2½ stories to 65 feet cleans up this oversight and brings the development standards in line with the changes previously made to the other zones.

In addition to the change in overall height, there is a proposed increase from 45 feet to 50 feet in the C-3/C-4/M-1/M-2 zones if a property is adjacent to an R-3 or R-4 zone. This would apply to all uses, not just amenity hotels.

- Setbacks – Side Street

Current development standards require a 10-foot setback for all street frontages. At the recommendation of the Economic Development Manager based on input from hotel developers, the Ordinance proposed an amendment to reduce side street setbacks to 5 feet. The Planning Commission recommended that the City Council not make any changes and retain the 10-foot setback requirement. If the City Council does wish to reduce the setback to 5 feet, the following change has to be added to the Ordinance as it was inadvertently overlooked:

18.34.050 Property development standards

*** * ***

E. A minimum ten-foot landscape perimeter shall be provided on all front-yard street frontages. A minimum five-foot landscape perimeter shall be provided on all side-yard street frontages.

- Setbacks – Front Yard

Under the current requirements, the standard front yard setback in the C-3/C-4/M-1/M-2 zones is 10 feet. However, in an effort to discourage the type of hotels that had become problematic decades ago, the requirement was increased to 20 feet for hotels. The proposed Ordinance eliminates the 20-foot requirement for amenity hotels.

- Parking Requirements

The Gardena Municipal Code currently requires the following parking for hotels:

- 1 space per room
- 1 space for every 6 employees, with a minimum of 3 spaces for employees
- Additional spaces based on additional uses

Based on input from hotel developers, the proposed Ordinance reduced parking to 0.85 spaces per room, plus spaces for additional uses. The Planning Commission recommended against making this change, however staff still believes that some amendment is warranted.

Except for Torrance, Gardena generally has the most conservative parking requirements in the surrounding area. As part of the analysis for the proposed changes, the City hired LLG Engineers to prepare a parking analysis.

Source	**Parking Ratio**
Survey of other jurisdictions' ordinances	Generally, 1.0 space per room, with some cities requiring additional parking based on other amenities or employees; some hotels use reduced parking – the greater number of rooms, the lower the parking ratio above a certain number
ITE	Average parking supply ratio: 1.1 spaces per room • Average weekday peak period parking demand – 0.74 spaces/room • Average weekday peak period parking demand – 0.83 spaces/occupied room
ULI	• Peak parking demand ratio – 1.15 spaces per room (includes .15 space/room for employees) • Additional space required for other uses such as restaurants and meeting space
Empirical data from other parking studies	Range between 0.31 and 0.86 per occupied room.

While the ULI study shows a higher ratio than 1:1, the LLG report (Exhibit B to Attachment F), explains that more recent information has indicated that this requirement could be reduced based on the use of services such as Lyft and Uber. Given that Gardena is hoping to draw guests to new hotels from people who are attending events at SoFi stadium and Dignity Health Sports Park (formerly Stub Hub), there will undoubtedly be guests arriving by alternative means of transportation that personal vehicles. Additionally, it would not be uncommon for multiple guests to arrive in a single vehicle, but not share a room.

Staff believes that it would be reasonable to eliminate the employee parking requirement for amenity hotels and maintain the 1:1 space per room ratio and requirement for additional spaces for additional uses. In order for this parking ratio to be insufficient, a hotel would basically have to be at 100% occupancy with guests in every single room having their own vehicle and each employee driving their own cars to work rather than use public transportation or other services.

An overabundance of parking is not only a waste of space, it is also very costly. Each parking space in a parking structure costs between $30,000 to $40,000 in construction costs.

In addition to the changes relating to amenity hotels, the Ordinance also eliminates some outdated uses in the C-3 zone.

GENERAL PLAN AMENDMENT – RESOLUTION NO. 6499

The Land Use Plan of the City's General Plan includes maximum intensity for commercial and industrial land use categories. Commercial intensity is generally limited to 0.5 FAR, and industrial intensity is limited to 1.0 FAR. The changes to the Land Use Plan would allow an increase up to 2.75 FAR in the General Commercial area for specific uses to account for the 2.75 FAR allowed in the C-4 zone for self-storage uses and the 2.0 FAR proposed for amenity hotels and allow an increase up to 2.0 FAR in the Industrial areas to allow for amenity hotels. These changes are required as the zoning ordinance is required to be consistent with the General Plan.

CEQA – RESOLUTION NO. 6498

As set forth in more detail in the Planning Commission report, a Mitigated Negative Declaration was prepared for the project which examined the environmental impacts from an anticipated total of four new hotels with a total of 450 rooms.

Mitigation Measures for the following topics will reduce impacts below a level of significance: Biological Resources – construction activities are removal of trees could potentially impact nesting migratory birds; Cultural Resources – construction on developed property could potentially impact historical resources; Geology and Soils – construction activity could have potential adverse effects due to earthquake fault, strong seismic ground shaking, seismic-related ground failure, being located on unstable or expansive soils, or destroying a unique paleontological resource; Hazards and Hazardous Materials – construction could cause a release of hazardous materials or be located on an identified hazardous waste site; Transportation – new amenity hotel development could conflict with the CEQA Guidelines requiring a Vehicle Miles Traveled analysis; Tribal Cultural Resources – construction could cause changes to tribal cultural resources.

RECOMMENDATION

The City Council should discuss the various changes to the General Plan and Zoning Ordinance and conduct the public hearing. City consultants will be on hand to answer any questions relating to environmental concerns and parking issues. Staff respectfully recommends that the City Council adopt Resolution Nos. 6498 and 6499 and choose which version of Ordinance No. 1825 to introduce, or provide further direction regarding additional changes.

Submitted by: John F. Signo, AICP Date: March 4, 2021

Attachments:

A – Resolution No. 6948 – approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

- Exhibit A – Mitigated Negative Declaration
- Exhibit B – Mitigation Monitoring and Reporting Program

B – Resolution No. 6499 – amending the Land Use Plan

- Exhibit A – Land Use Plan Update

C – Ordinance No. 1825 as originally presented (redlined)

- Exhibit A – Conditions and Mitigation Measures

D – Ordinance No. 1825 as recommended by the Planning Commission (redlined)

- Exhibit A – Conditions and Mitigation Measures

E – Planning Commission Resolution No. 2-21 (without attachments)

F – Planning Commission Report dated February 16, 2021 (with attachments A-D)

- Exhibit A – July 2020 City Council agenda item with attachments
- Exhibit B – LLG Engineers Parking Analysis
- Exhibit C – Map of Arterial and Major Collector Streets
- Exhibit D – Hotel Comparison of Other Cities

RESOLUTION NO. 6498

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM RELATING TO THE AMENDMENT OF THE GENERAL PLAN TO ALLOW INCREASED FLOOR AREA RATIO IN THE COMMERCIAL AND INDUSTRIAL LAND USE DESIGNATIONS AND AMENDMENT TO THE GARDENA ZONING CODE RELATING TO CHANGES IN DEVELOPMENT STANDARDS, PRIMARILY RELATING TO AMENITY HOTELS IN THE COMMERCIAL AND INDUSTRIAL ZONES

WHEREAS, the City's existing zoning provisions for hotels were adopted in 1990 to combat the then proliferation of hotels/motels on small narrow lots within the City that lacked amenities and led to high vacancy rates, cut-rate prices, and deleterious effects; and

WHEREAS, since that time, only one new hotel has been approved in the City; and

WHEREAS, hotels can be an important source of revenue for a city through transient occupancy taxes; and

WHEREAS, Gardena is situated to be in a position to capitalize on a demand for new hotel spaces due to its proximity to SoFi Stadium, Hollywood Park, Dignity Health Sports Park (formerly "Stub Hub"), and other attractions; and

WHEREAS, during the past year, developers have indicated that the City's development standards have been an impediment to new hotel development; and

WHEREAS, at the City Council meeting on July 14, 2020, the City Council gave direction to staff to implement changes; and

WHEREAS, the revised standards require a change to the maximum floor area ratio ("FAR") allowed under the General Commercial and Industrial land use designations of the Land Use Plan and respective zones; and

WHEREAS, the City Council desires to allow increases in the FAR and to make other changes to the Zoning Code; and

WHEREAS, in accordance with SB 18 and AB 52 requiring Tribal Consultation for General Plan amendments and projects subject to CEQA, the City sent out letters to those Native American Tribes identified by the California Native American Heritage Commission; and

WHEREAS, in response to the Tribal Consultation letters the City only received one response, from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation for future projects; and

WHEREAS, De Novo prepared an Initial Study and Mitigated Negative Declaration on the proposed changes to the Land Use Plan of the General Plan and the Zone Change amendments (collectively the "Hotel Project") which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 to February 3, 2021; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the General Plan Amendment and this Ordinance on February 16, 2021 at which time it considered all evidence presented, both written and oral; and

WHEREAS, at the close of the public hearing the Planning Commission adopted a Resolution recommending approval of the Initial Study/Mitigated Negative Declaration, the General Plan Amendment and the Zone Change amendment; and

WHEREAS, on March 9, 2021 the City Council held a duly noticed public hearing on the Initial Study/Mitigated Negative Declaration, General Plan Amendment and Zone Change amendments, at which time it considered all evidence presented, both written and oral;

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

SECTION 1. FINDINGS – CEQA PROCESS.

A. On October 13, 2020, the City Council approved a consultant agreement with De Novo Planning Group, Inc. ("De Novo") to conduct the environmental review on the Hotel Project.

B. De Novo prepared an Initial Study and Mitigated Negative Declaration (hereafter "MND") on the Hotel Project which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 to February 3, 2021.

C. No comments were received on the MND during the public review period.

D. Prior to circulating the MND, the City sent notices to the Native American Tribes on the list provided by the California Native American Heritage Commission in accordance with SB 18 and AB 52. The City received one reply, from the Gabrieleno Band of Mission Indians – Kizh Nation, which requested to be consulted on future development.

E. The MND was prepared, published, circulated, and reviewed in accordance with the requirements of the California CEQA statutes (Public Resources Code § 21000 *et seq.*), the California CEQA Guidelines (14 Cal. Code of Regs. § 15000*et seq.*), and the City's CEQA Guidelines and constitutes an adequate, accurate, objective and complete analysis addressing all issues relevant to the Hotel Project.

SECTION 2. FINDINGS – ENVIRONMENTAL IMPACTS.

A. The MND identifies all potentially significant adverse environmental impacts and feasible mitigation measures or standard conditions of approval that would reduce such impacts to a less than significant level. The impacts are limited to the development of Amenity Hotels. These conditions and mitigation measures identified in the MND will be imposed on all Amenity Hotel developments as conditions of approval.

B. As set forth in the MND, attached hereto as Exhibit A, after the imposition of standard conditions of approval and compliance with the Gardena Municipal Code and other regulations, the Hotel Project will have the potential to have impacts in the following areas: Biological Resources – construction activities are removal of trees could potentially impact nesting migratory birds; Cultural Resources – construction on developed property could potentially impact historical resources; Geology and Soils – construction activity could have potential adverse effects due to earthquake fault, strong seismic ground shaking, seismic-related ground failure, being located on unstable or expansive soils, or destroying a unique paleontological resource; Hazards and Hazardous Materials – construction could cause a release of hazardous materials or be located on an identified hazardous waste site; Transportation – new amenity hotel development could conflict with the CEQA Guidelines requiring a Vehicle Miles Traveled analysis; Tribal Cultural Resources – construction could cause changes to tribal cultural resources.

C. The Mitigation Measures set forth in the Mitigation Monitoring and Reporting Program ("MMRP") attached hereto as Exhibit B will mitigate the impacts identified above below a level of significance. The MMRP includes the recommended mitigation measures of the Gabrieleno Band of Mission Indians – Kizh Nation.

D. There is no evidence, let alone substantial evidence, that the Project could result in a significant impact that could not be mitigated.

SECTION 3. INDEPENDENT REVIEW.

The City Council has reviewed and considered the information contained within the MND and the MMRP and finds that it reflects the independent judgment and analysis of the City.

SECTION 4. APPROVAL.

Based on the above, and the entire administrative record which is incorporated by reference, the City Council hereby adopts the MND that was prepared for the Hotel Project attached hereto as Exhibit A and the Mitigation Monitoring and Reporting Program that is attached hereto as Exhibit B.

SECTION 5. CUSTODIAN OF RECORD. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. All summaries of information in the findings which precede this section are based on the entire record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in

part on that fact. The documents and materials that constitute the record of proceedings on which these findings and approval are based are located in the Community Development Department at City Hall, 1700 W. 162nd Street, Gardena, California 90247. The Custodian of Records is Gregg McClain, Interim Community Development Director who can be reached at 310/217-9546 or gmcclain@cityofgardena.org.

SECTION 6. This Resolution shall take effect immediately.

SECTION 7. Certification. The City Clerk shall certify the passage of this Resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

_____
TASHA CERDA, Mayor

ATTEST:

_____
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____
LISA E. KRANITZ, Assistant City Attorney

HOTEL DEVELOPMENT STANDARDS GENERAL PLAN & ZONING CODE AMENDMENT PROJECT

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
JANUARY 2021

Prepared for:

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

Prepared by:

De Novo Planning Group
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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm

HOTEL DEVELOPMENT STANDARDS GENERAL PLAN & ZONING CODE AMENDMENT PROJECT

Public Review Draft

Initial Study/Mitigated Negative Declaration

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January 2021

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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

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

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

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

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

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

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

1.2 Summary of Findings

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

- The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment (resulting in a Negative Declaration), or

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

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

- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Transportation
- Tribal Cultural Resources

1.3 Public Review Process

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

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

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

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

John F. Signo, AICP
Senior Planner
City of Gardena, Community Development Department
1700 West 162nd Street
Gardena, CA 90247-3730
Email: jsigno@cityofgardena.org

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

1.4 Incorporation by Reference

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

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

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

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

    - Noise Plan
- Implementation
    - Implementation Program

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

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

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

With the adoption of Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy) (Connect SoCal RTP/SCS) on September 3, 2020, SCAG distributed the 6th cycle (2021-2029) draft RHNA Allocation to local jurisdictions. Jurisdictions are permitted to appeal their allocations to the SCAG RHNA Appeals Board. On October 23, 2020, the City filed an appeal. Hearings are scheduled through January, 2021. After SCAG reallocates units to all local jurisdictions resulting from successful appeals, SCAG's Regional Council will review and consider adoption of the Final RHNA Plan for SCAG's 6th cycle RHNA. This is scheduled to occur in February 2021.

Gardena Municipal Code. The Gardena Municipal Code regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in Gardena Municipal Code Title 18). The Municipal Code is the primary method used for implementing the General Plan's Goals, Objectives, and Policies. Gardena Municipal Code Title 18, Gardena Zoning Law, specifies the rules and regulations for construction, alteration and building of structures within the City, along with Title 15 on Buildings and Construction.

1108 W. 141st Street GPA & ZC Final Initial Study/Mitigated Negative Declaration, December 2020. The 1108 W. 141st Street GPA & ZC Initial Study/Mitigated Negative Declaration (IS/MND) analyzes the potential environmental impacts associated with the proposed 1108 W. 141st Street GPA & ZC Project, which proposes a General Plan Amendment (GPA) #4-20 and Zone Change (ZC) #3-20 to redesignate the property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation. Although a specific development was not proposed at the time, based on the existing agreements and development

standards that would be applicable to the site associated with the proposed GPA and ZC, the CEQA analysis considered the potential for future development of a four-story hotel (65 feet high) with up to 126 rooms within a single structure of approximately 68,000 square feet and a separate 5,000 square foot restaurant on 2.0 acres of the 4.59-acre Project site. The remaining acreage would remain as required parking for the adjacent casino. The IS/MND concluded the 1108 W. 141st Street Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a less than significant impact with mitigation incorporated: Biological Resources; Geology and Soils; Greenhouse Gas Emissions; and Transportation.

1.5 Report Organization

This document is organized into the following sections:

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

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

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

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

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

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The City of Gardena is located in the South Bay Region of Los Angeles County, approximately 13 miles south of downtown Los Angeles; refer to Exhibit 2-1, *Project Location*. The proposed Hotel Development Standards General Plan Amendment and Zoning Code Amendment (Project) would primarily apply to all properties within the City of Gardena that are designated General Commercial and Industrial and zoned General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2), and that are located on an Arterial or Major Collector Street; refer to Exhibit 2-2; Potential Amenity Hotel Sites. However, it should be noted the Project includes an amendment to the General Plan Land Use Plan to allow for an increased FAR for specific uses or zones along arterials and major collector streets up to a 2.75 FAR in the General Commercial land use area for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75) and up to a 2.00 FAR in the Industrial area for specific uses or zones, and other minor clean-up language to the Zoning Code, as described below. These minor revisions to the Zoning Code would apply to any property within the specific Zoning district (that is, not limited to properties within the City of Gardena that are designated General Commercial and Industrial and zoned General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2), and that are located on an Arterial or Major Collector Street).

2.2 General Plan and Zoning

The Gardena General Plan Land Use designations that provide for hotel development consist of the following:

General Commercial (Maximum Permitted FAR: 0.5). The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4) and Parking (P).

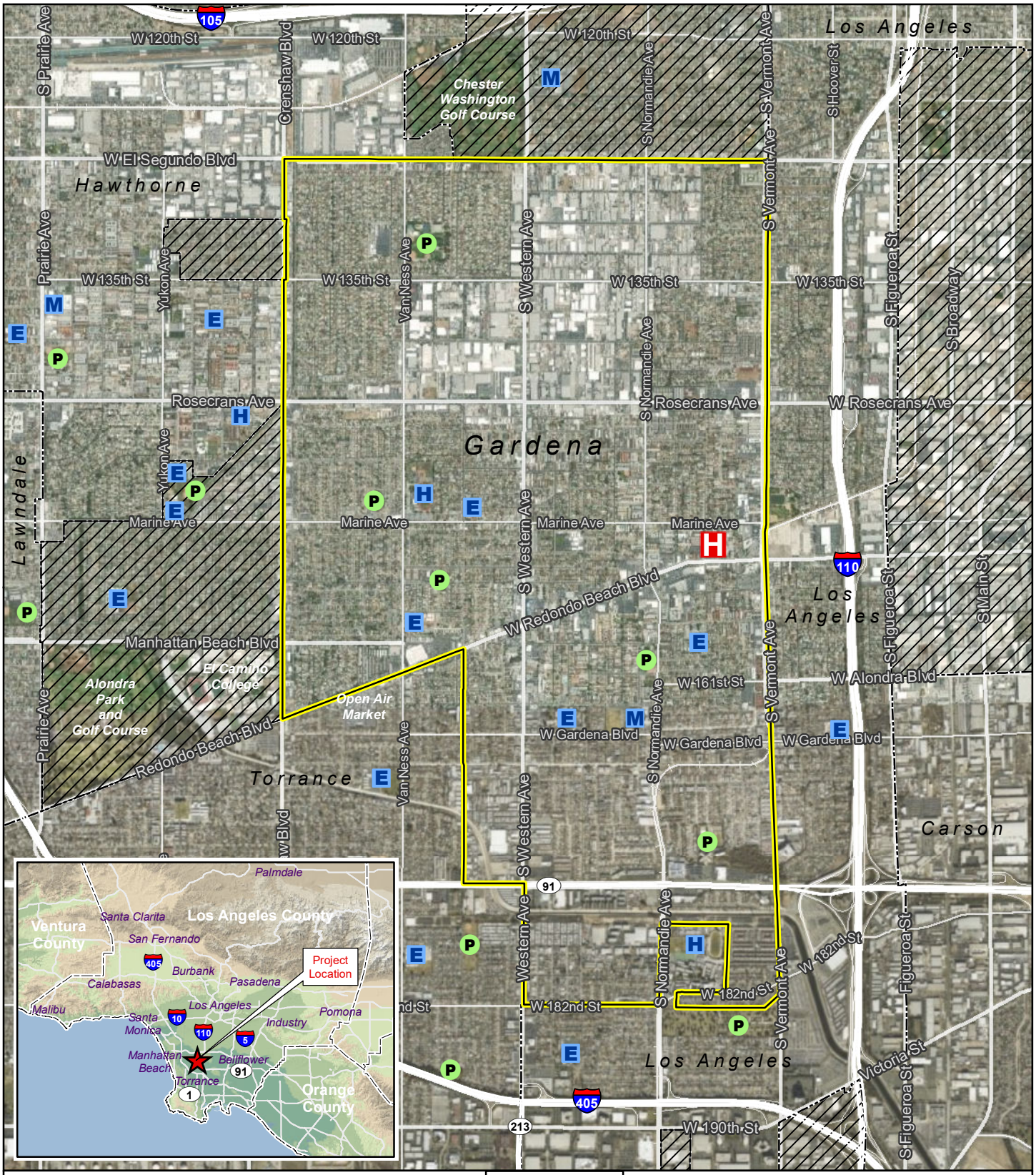
Industrial (Maximum Permitted FAR: 1.0). The Industrial land use designation allows for a wide variety of clean and environmentally friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones.

The Gardena Zoning Districts that allow for hotel development consist of the following:

General Commercial (C-3). The C-3 zone is intended for general commercial uses. Hotel uses are conditionally permitted uses within the C-3 zone. The maximum FAR is 0.5.

Heavy Commercial (C-4). The C-4 zone is intended to provide for highway related uses. Hotel uses are conditionally permitted uses within the C-4 zone. Except for self-storage facilities which may have a FAR of up to 2.75, the maximum FAR is 0.5.

Industrial (M-1) and General Industrial (M-2). The M-1 and M-2 zones are intended for commercial, manufacturing, and industrial uses. Hotel uses are conditionally permitted uses within the M-1 and M-2 zones. The maximum FAR is 1.0.


Los Angeles
W 120th St
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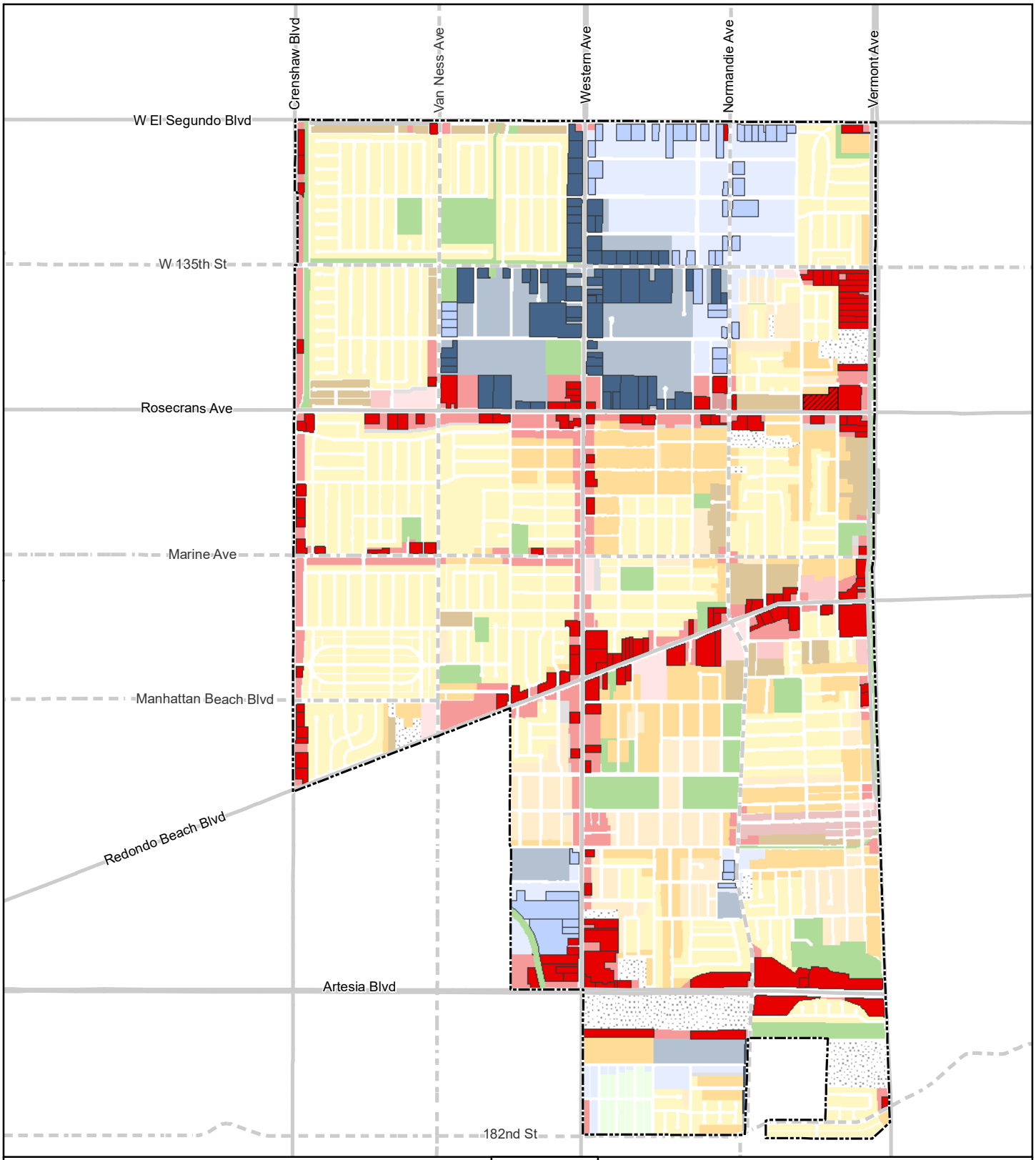
Crenshaw Blvd
Chester Washington Golf Course
S Normandie Ave
S Vermont Ave
S Hoover St
W El Segundo Blvd
Hawthorne
Prairie Ave
Yukon Ave
W 135th St
Van Ness Ave
S Western Ave
S Figueroa St
S Broadway
Rosecrans Ave
W Rosecrans Ave
Gardena
Lawndale
Marine Ave
W Redondo Beach Blvd
Los Angeles
S Main St
Manhattan Beach Blvd
Alondra Park and Golf Course
El Camino College
Open Air Market
Redondo Beach Blvd
W 161st St
W Alondra Blvd
W Gardena Blvd
Torrance
Carson
Western Ave
W 182nd St
Victoria St
Figueroa St
W 190th St
Palmdale
Santa Clarita
Los Angeles County
Ventura County
San Fernando
Burbank
Pasadena
Calabasas
Malibu
Santa Monica
Los Angeles
Industry
Pomona
Manhattan Beach
Bellflower
Torrance
Orange County
Project Location
Legend
Project Location/ Gardena City Boundary
Surrounding City
Unincorporated
Park
Hospital
Elementary School
Middle School
High School
Adult Education
0
1,000
2,000
Feet
CITY OF GARDENA
HOTEL DEVELOPMENT STANDARDS
GENERAL PLAN AND ZONING CODE AMENDMENT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Exhibit 2-1. Project Location
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm
Sources: Los Angeles County; Google Maps; ArcGIS Online World Imagery Map Service. Map date: November 2, 2020. Revised: January 11, 2020.



Legend

Gardena City Limits — Arterial Roads — Major Collector Roads

Possible Amenity Hotel Site by Zoning Designation

C3 | C3 (Mixed Use Overlay) | M1 | M2

Gardena Zoning Designations

SPA	C4	HB	O	R2
C2	CP	M1	P	R3
C3	CR	M2	R1	R4

Sources: Los Angeles County GIS; Gardena Zoning Map, January 2018. Date: October 20, 2020. Revised: January 11, 2021.

0 600 1,200
Feet

CITY OF GARDENA
HOTEL DEVELOPMENT STANDARDS GENERAL PLAN AND ZONING CODE AMENDMENT PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Exhibit 2-2. Potential Amenity Hotel Sites

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

2.3 Project Characteristics

The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code, as described below.

The current hotel development standards, which include, but are not limited to height requirements, setbacks, floor area ratios, and parking requirements were adopted in 1990 based on concerns due to the increase in the number of hotels/motels being developed on small narrow lots within the City's commercial zones which lacked amenities such as open space, adequate parking, landscaping, and recreational facilities. Since adoption of the new regulations, only one new hotel has been built within the City, which was approved in 2013. New hotel development operators could capitalize on opportunities from recent mixed-use development and other attractions in nearby cities. The Project proposes to add a definition of "amenity hotel" to distinguish what will be allowed by right from the types of hotels that became problematic in earlier years.

The Project proposes a General Plan Amendment to amend the Land Use Plan for the General Commercial designation to allow for an increased FAR under the Zoning Code for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75) and up to 2.00 FAR in the Industrial area under the Zoning Code for specific uses or zones; however, amenity hotels would only be allowed to develop under a maximum FAR of 2.0 and only when located on an arterial or major collector street.

The Project also proposes additional amendments to the Zoning Code, which include minor clean-up language, including to uses permitted within the C-3 zone in order to more accurately reflect uses that occur and are permitted within the City; no new permitted uses other than amenity hotels are proposed, and to increase the height limit for the C-3 zone which was inadvertently omitted during earlier code changes that increased the height limit for the C-2 and C-4 zones.

Overall, the Project consists of: 1) a General Plan Amendment to amend the Land Use Plan for the General Commercial and Industrial designations to allow a higher FAR under the Zoning Code for specific uses or zones; and 2) Zoning Code Amendments to amend the hotel development standards specific to amenity hotels and to provide minor clean-up and revisions to the Zoning code. The specific changes to the General Plan and Zoning Code proposed as part of the Project are identified below with new text shown with a double underline (example) and deleted text shown in strikethrough (~~example~~).

GENERAL PLAN AMENDMENT

The General Plan Land Use Plan (Page LU-12) descriptions for Non-Residential Designations specific to General Commercial and Industrial would be modified as follows:

GENERAL COMMERCIAL

(Maximum Permitted FAR: 0.5 in general; up to 2.75 ~~if self-storage facilities are included~~ for specific uses)

The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4)

and Parking (P). Higher FARs of up to 2.75 may be allowed under the Zoning Code for specific uses or zones.

INDUSTRIAL

(Maximum Permitted FAR: 1.0 in general; up to 2.00 for specific uses)

The Industrial land use designation allows for a wide variety of clean and environmentally friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones. Higher FARs of up to 2.00 may be allowed under the zoning Code for specific uses or zones.

ZONING CODE AMENDMENT

Gardena Municipal Code Title 18, Zoning, would be amended as follows:

Chapter 18.04 DEFINITIONS

The following definition for "Hotel, amenity" would be added to the list of definitions:

18.04.245 Hotel, amenity

"Hotel, amenity" means a hotel with amenities such as: indoor lobby/lounge area with complimentary Wi-Fi meant for guests to sit, relax, and work; spa facilities; outside lounge areas meant for guests to sit, relax, and work, including common area patios and rooftop decks; pool or other improved recreation areas; gym facilities; conference centers; or other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

Chapter 18.32 GENERAL COMMERCIAL ZONE (C-3)

18.32.020 Uses permitted

Amenity hotels would be added to Section 18.32.020 as a permitted use:

B. Stores, businesses, or commercial activities not involving any kind of manufacture, processing, or treatment of products other than that which is clearly incidental and essential to a retail business conducted on the premises and that such operations are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes. Permitted uses shall include:

1. Amenity hotels, subject to the requirements of Section 18.42.190:

The remainder of the list of permitted uses would be renumbered and several similar uses combined and/or removed as they are no longer relevant.

2~~1~~. Antique stores;

~~2. Deleted;~~

3. Bowling alleys;

~~4. Blueprinting and photostating;~~

~~5. Bird stores and pet shops;~~

~~6. Chinchilla sales;~~

4~~7~~. Conservatories of music;

5~~8~~. Dancing academies;

6~~9~~. Gymnasiums;

7~~10~~. Legal card clubs;

8~~11~~. Laboratories, medical and dental;

912. Mortuaries;

10~~13~~. Music and vocal instruction;

11~~14~~. Nursery sales of flowers and plants;

12~~15~~. Pet shops;

13~~16~~. Medical and dental offices and clinics;

14~~17~~. General offices ~~Real estate offices~~;

15~~18~~. Refrigerated food lockers;

~~19. Taxidermists;~~

~~20. Telephone exchanges;~~

~~21. (Repealed);~~

16~~22~~. Furniture upholstery shops;

~~23. *Repealed;*~~

17~~24~~. Secondhand store and/or thrift shop, when located at least five thousand feet from pawn shop or another secondhand store and/or thrift shop;

~~25. *Repealed;*~~

18~~26~~. Veterinary clinics and hospitals;

18.32.030 Uses permitted subject to a conditional use permit

Text to clarify that amenity hotels would not be subject to a conditional use permit would be added:

I. Hotels and motels, but not amenity hotels;

18.32.050 Property development standards

The following changes would be made to the development standards:

C. Building height/FAR: Building heights shall not exceed sixty-five feet in general[1]; ~~Building height shall be limited to two and one-half stories~~, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the C-3 zone and any R-1 and R-2 zone; and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the C-3 and R-3 or R-4 zones. The gross floor area of all buildings or structures on a lot or lots that comprise a project site shall not exceed 0.50 (FAR) with the exception of amenity hotels, which may have a FAR of up to 2.0.

E. A minimum ten-foot landscape perimeter shall be provided on all front-yard street frontages. A minimum five-foot landscape perimeter shall be provided on all side-yard street frontages.

Chapter 18.36 INDUSTRIAL ZONE (M-1)

18.36.020 Uses permitted

Amenity hotels would be added to Section 18.36.020 as a permitted use:

P. Amenity hotels, subject to the requirements of Section 18.42.190:

18.36.030 Uses permitted subject to a conditional use permit

Text to clarify that amenity hotels would not be subject to a conditional use permit would be added:

J. Motels and hotels, but not amenity hotels.

18.36.060 Property development standards

The following changes would be made to the development standards:

A. Building height/FAR: Building heights shall in no case exceed sixty-five feet, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the M-1 zone and any R-1 and R-2 zones, and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the M-1 and R-3 or R-4 zones. The maximum gross floor area of buildings or structures on a lot or lots that comprise a project site shall not exceed 1.0 FAR , except for amenity hotels, which may have a FAR of up to 2.0.

B. Building restrictions:

1. No opening in the exterior wall of a building shall be allowed on industrial buildings when the exterior wall of such building faces an R zone on the rear, side, or front property lines and is within 60 feet of such zone.

Exceptions:

~~a. If such building is situated sixty feet or more from an R zone, openings in exterior walls facing such R zone shall be allowed.~~

a ~~b~~. Any openings may be allowed in exterior walls of such buildings if they are required by law providing they are equipped with self-closers and are of solid material.

[1] The increase in height is a clean-up from an earlier code change when the height limit for the C-2 and C-4 zones were increased to 65 feet and the change was inadvertently omitted for the C-3 zone, leaving it without a height limit and only a reference to stories.

b ~~c~~. Solid panels of glass block shall be allowed regardless of the distance from the property line.

~~d. Openings shall be allowed into areas used for office space only; such openings shall be glazed with obscure glass, facing side or rear property lines only.~~

2. Noise emitted by any use shall comply with standards set forth in Chapter 8.36.

E. Landscape perimeters shall be provided on all street frontages except alleyways. The landscape perimeters shall be a minimum of ten feet in the front yard and five feet in the side yard and shall have automatic sprinkler systems.

Chapter 18.40 OFF-STREET PARKING AND LOADING

18.40.040 Number of parking spaces required

Parking for amenity hotels would be added to Section 18.40.040:

Hotels and Motels: One space per guest room for guest parking, plus one space per six rooms for employee parking with a minimum of three spaces for employees, plus provision of spaces for additional uses within the hotel/motel complex;

Amenity Hotels: A parking ratio of 0.85 space per guest room for guests and employees, plus provision of spaces for additional uses within the hotel at the rates specified in this section for such uses. The rate for additional uses may be reduced based on a parking study which justifies such reduction;

18.40.050 Size of parking spaces

Under Section 18.40.050, F, the aisle width listed in Figure 3, Line F would be amended as follows:

Figure 3 Label	Design Component		Parking Angle				
			0° (Parallel)	30°	45°	60°	90°
F	Aisle Width	One-Way	13’	14’	16’	19’	N/A
		Two-Way	24’	22’	24’	24’	25’ ~~26’~~

The diagram illustrating minimum dimensions for common parking lot layouts would also be revised to reflect the above.

Chapter 18.42 GENERAL PROVISIONS

Section 18.42.085 Building setbacks for commercial and industrial development

The standards for building setbacks would be modified, as follows:

The following building setbacks shall be established and maintained in addition to setbacks that may be required for planned rights-of-way for new and expanded structures:

1. Front building setback:

a. Where commercial or industrial zoned property fronts a street, there shall be a building setback of not less than ten feet, which shall be landscaped and maintained.

b. Where commercial or industrial zoned property abuts or is adjacent to a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

c. Where Commercial or industrial zoned property faces a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

2. Side building setback:

a. Where Commercial or industrial zoned property sides upon a street, there shall be a side yard not less than five ~~ten~~ feet abutting the street, which shall be landscaped and maintained.

b. Where the side ~~or rear~~ lot line of Commercial or industrial property abuts any R zone and there is no intervening alley, there shall be a side yard not less than five feet. There shall also be an eight-foot-high solid masonry wall erected and maintained along the side lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high from the building line of the R zone to the front lot line any street frontage.

3. Rear building setback:

a. Where commercial or industrial zoned property rears upon a street, there shall be a rear-building setback of not less than ten feet, which shall be landscaped and maintained.

b. Where the rear lot line abuts any R zone and there is no intervening alley, there shall be a building setback of not less than five feet and an eight-foot-high solid masonry wall shall be erected and maintained along the rear lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high within the ten feet closest to a street.

c. Rear building setbacks may be used for off-street parking or storage, except as described in subsection B(3)(b) of this section, where the yard is of adequate size and depth and the provisions of Chapter 18.40 of this code are met. When such yard is used for storage, the height of such storage shall not exceed six feet.

Section 18.42.120 Distance between buildings

The standards for distance between buildings would be modified, as follows:

Zones in which tall buildings are permitted: in all zones where buildings of three or more stories in height are permitted, the requirements for space between buildings on the same site shall be increased two and one-half feet for each story, or fraction thereof, above the second story.

Section 18.42.190 Amenity Hotel

Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

A. The hotel contains a minimum of two amenities, including but not limited to:

1. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
2. Day spa facilities;
3. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
4. A pool or other outside improved and landscaped recreation areas;
5. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than, or in addition to, free weights to allow a minimum of four individuals to work out at the same time;
6. Event space that is a minimum of 375 square feet in size;
7. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

B. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;

C. Lot size: minimum of ½ acre;

D. Location: located on an arterial or major collector street;

E. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;

F. Meets all other development standards of the applicable zone; and

G. Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the ordinance allowing amenity hotels or that are found to be equivalent.

Chapter 18.46 CONDITIONAL USE PERMITS

Section 18.46.030 Uses permitted subject to a conditional use permit

The description of uses permitted subject to a conditional use permit specific to Hotels and motels would be modified, as follows:

C. The following uses may be permitted pursuant to this section in the zones specified with a conditional use permit. In no case shall a conditional use permit be granted in a zone for a use specifically prohibited in a zone within which the subject property is located:

15. Hotels and motels in the C-3, C-4, M-1 and M-2 zones; provided, that:

a. The minimum lot area for hotels or motels shall be one acre exclusive of all other buildings or uses located on the same lot in a mixed use development;

b. The minimum lot width for hotel or motel developments shall be one hundred feet. The minimum lot depth shall be one hundred fifty feet;

c. A minimum of twenty feet front yard setback shall be provided, and not less than twenty percent of the total paved area utilized for driveways and open parking shall be landscaped pursuant to regulations set forth in Section 18.40.090;

d. The Planning Commission may allow the reduction of parking below that set forth in Section 18.40.040 based on a ~~A~~ parking demand/traffic impact study, paid for by the proponent ~~of a hotel/motel, has been~~ and prepared by a qualified traffic engineer;

e. A market analysis/financial feasibility study, paid for by the proponent of a hotel/motel, has been prepared by a qualified consultant;

~~f. The engineer/consultant preparing the studies required by subsections C(15)(d) and (e) of this section shall be from a list of engineers and consultants approved by the community development department;~~

f ~~g~~. Not more than twenty percent of the guest rooms shall be equipped with kitchens or kitchenette facilities.

APPROACH TO THE ANALYSIS

Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. The exact location and specific development characteristics of the potential amenity hotels are not currently known.

However, one site, located at the northeast corner of Rosecrans and Budlong Avenues, has been identified as having the potential to accommodate an amenity hotel. The property owner has recently requested to redesignate the 4.59-acre property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation (1108 W. 141st Street GPA & ZC Project). The site is currently subject to a Conditional Use Permit (CUP) for parking for the benefit of the adjacent casino and is subject to an economic incentive agreement. Based on that agreement, as well as an Offering Memorandum done in 2018, it was determined that the most reasonable development to analyze for purposes of the CEQA analysis was a hotel and restaurant to be developed on 2.0 acres with the remaining acreage retained as required parking for the casino. The environmental review acknowledged that the City was going to be considering amending the development standards for amenity hotels as part of a separate project, and that if the 1108 W. 141st Street GPA & ZC Project was approved, subsequent amendments to the City's development standards for amenity hotels would apply to the site if an amenity hotel is proposed for future development. It was also acknowledged that although the proposed amendments to the City's development standards would include an increase in FAR to 2.0, discussion with hotel developers and an examination of other hotels in the area determined that a hotel at a FAR of 2.0 on the site would not be a viable option. Thus, the environmental analysis considered the potential for development of a four-story hotel (65 feet high) with up to 126 rooms within a single structure of approximately 68,000 square feet and a separate 5,000 square foot restaurant on 2.0 acres of the 4.59-acre site. On December 15, 2020 the City Council adopted Resolution No. 1486 approving the Mitigated Negative Declaration and Mitigation and Monitoring Program for this change and adopted Resolution No. 6487 changing the land use designation. The Ordinance for the zone change was also introduced that night and is scheduled for second reading on January 12, 2021.

For purposes of this environmental review, it is assumed that one amenity hotel with up to 126 rooms would be developed at the northeast corner of Rosecrans and Budlong Avenues and the remaining three amenity hotels with up to 324 rooms would occur on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City in accordance with the proposed amenity hotel development standards. Since environmental review has been conducted for a potential 126-room hotel at the northeast corner of Rosecrans and Budlong Avenues, this MND does not repeat the site-specific analysis prepared within the 1108 W. 141st Street GPA & ZC Project MND; however, the site is considered within the context of the proposed Zone Change specific to amenity hotels and from a cumulative perspective to assess the potential for development of up to four hotels within the City.

As stated, the exact location and specific development characteristics of each of the amenity hotels are not known, as site-specific development proposals are not currently proposed. A programmatic analysis of the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City has been prepared. Because the timing and location of the potential amenity hotels are unknown, as a conservative approach, it is assumed that development of two of the hotels would occur at the same time and within the 0.1-mile of each other. Construction and operation of two amenity hotels at the same time and within proximity to each other would provide for greater interaction of potential environmental impacts. It should be noted that the environmental analysis is conservative in that it does not account for any existing on-site uses and the environmental conditions associated with operations (e.g., air quality, greenhouse gas emissions, energy, noise, public services and utilities, vehicle miles traveled, etc.) that would be offset by removal of the existing use.

PROJECT PHASING

As stated, specific development is not currently proposed. Future development of amenity hotels would be contingent upon several factors. It is anticipated that construction activities associated with each individual hotel would likely occur within a single phase and may include demolition, site preparation, grading, building construction, and paving, architectural coating, and landscaping. For analysis purposes, it is assumed that no more than two hotels would be constructed at the same time and that development of up to four amenity hotels with up to 450 rooms would occur over the next 20 years. This is a conservative assumption based on the historic development of hotels within the City (one hotel has been built in the City since 1990; a Best Western was approved in 2013). Construction of each hotel is anticipated to average 20 months.

2.4 Required Approvals

The City Council must approve the General Plan Amendment to incorporate the revisions to the Land Use Plan into the General Plan and approve the Zoning Code Amendment to incorporate the revisions to the Zoning Code. Future grading and construction of an amenity hotel would be subject to the review of grading and architectural plans and issuance of grading and building permits by the City.

3.0 ENVIRONMENTAL CHECKLIST FORM

BACKGROUND

1. Project Title: Hotel Development Standards General Plan & Zoning Code Amendment
2. Lead Agency Name and Address: City of Gardena Community Development Department 1700 West 162nd Street Gardena, California 90247
3. Contact Person and Address: John F. Signo, AICP Senior Planner City of Gardena, Community Development Department 1700 West 162nd Street Gardena, California 90247 Email: jsigno@cityofgardena.org
4. Project Location: City of Gardena (Citywide)
5. Project Sponsor's Name and Address: City of Gardena 1700 West 162nd Street Gardena, California 90247
6. General Plan Designation: General Commercial and Industrial
7. Zoning: General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2).
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: Properties zoned C-3, C-4, M-1, and M-2 are surrounded by a variety of urban uses within the City including residential and non-residential uses.
10. Other public agencies whose approval is required: No other public agencies have authority over the Project.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project on July 20, 2020. At the time this Initial Study was made available for public review, no requests for consultation have been received; refer to Response 4.18.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

CITY OF GARDENA

Raymond Barragan
Acting Community Development Director

January 13, 2021
Date

EVALUATION OF ENVIRONMENTAL IMPACTS

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

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.

- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.

- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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4.0 ENVIRONMENTAL ANALYSIS

4.1 Aesthetics

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

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

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. There are no State or County designated scenic highways within the City or surrounding area.[2] Additionally, the Gardena General Plan does not identify any scenic resources within the City. The Project would not substantially damage scenic resources within a state scenic highway.

[2] California Department of Transportation, Scenic Highway System Lists, *List of Eligible and Officially Designated State Scenic Highways* and *List of Officially Designated County Scenic Highways*, Scenic Highways | Caltrans, accessed December 3, 2020.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City of Gardena is urbanized and therefore any future development of an amenity hotel would occur within an urbanized area. Thus, the analysis focuses on whether the proposed Project would conflict with applicable zoning or other regulations governing scenic quality.

The proposed General Plan and Zoning language amendments that could potentially involve an impact to scenic quality includes the amendment to the General Plan for the General Commercial and Industrial designations to allow for an increased FAR for specific uses or zones and the amendment to the Zoning Code to allow for an increase in the height limit within the General Commercial (C-3) zone to be consistent with the Commercial (C-2) and Heavy Commercial (C-4) zones. Future development up to an FAR of 2.00 within the Industrial area and 2.75 within the General Commercial designation would only be allowed for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75). Similarly, development at the height limit proposed within the C-3 zone is dependent on the specific location of the property and its proximity to residentially zoned properties. The City of Gardena Municipal Code establishes the development regulations for each zoning district within the City. Although the Gardena Municipal Code does not identify specific regulations governing scenic quality, any development would be required to comply with the City of Gardena Municipal Code development standards specific to the property, which include standards for lot area and dimensions, building height, setbacks, landscaping, signs, and off-street parking and loading. Additionally, any development would be required to comply with Gardena Municipal Code Chapter 18.42, *General Provisions*, which addresses landscape regulations, refuse enclosures, enclosure of mechanical equipment, and security and lighting plans, amongst others. Individual development projects would be reviewed to ensure compliance with the applicable zoning and site development regulations which are established to protect the overall aesthetics and character of the City. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Potential development of up to four amenity hotels would occur on Arterials and Major Collector streets within the C-3, C-4, Industrial (M-1), and General Industrial (M-2) zones. Site-specific development would be required to comply with the development standards applicable to the specific zone as established by the Gardena Municipal Code. As discussed above, although the Gardena Municipal Code does not identify specific regulations governing scenic quality, it does establish development standards, which include standards for lot area and dimensions, building height, setbacks, landscaping, signs, and off-street parking and loading. The standards account for surrounding uses, including limiting heights of buildings within proximity to residentially zoned properties. The existing development standards for these zones, along with the proposed development standards specific to amenity hotels, consider and respond to uses within

the surrounding area, such as residentially zoned properties. Further, any development would be required to comply with Gardena Municipal Code Chapter 18.42, *General Provisions*, which addresses landscape regulations, refuse enclosures, enclosure of mechanical equipment, and security and lighting plans, amongst others. Any proposal for development of an amenity hotel would be reviewed to ensure compliance with the Gardena Municipal Code development standards, including that the physical design is consistent and compatible with the site and surrounding area. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Gardena is urbanized and currently experiences lighting typical of an urbanized area such as building interior and exterior lighting, parking lot security lighting, and street lighting along surrounding roadways. The proposed amendments to the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code would not alter requirements and standards specific to lighting and glare.

Development within the City, including amenity hotels, would likely introduce similar types of lighting including interior building lighting and exterior lighting associated with building illumination, landscape lighting, parking lot lighting, and security lighting. Any future development would be required to submit a complete security and lighting plan in accordance with Gardena Municipal Code Section 18.42.150, *Security and lighting plan*. The purpose of the security and lighting plan is to ensure that safety and security issues are addressed in the design of developments. Lighting plans for commercial developments are required to demonstrate an average of 1-foot candle for all public/common areas. A Photometric Plan would be required prior to Building Permit issuance to verify compliance with Municipal Code Section 18.42.150. The City would also review new lighting for conformance with the most current Building Energy Efficiency Standards to ensure the minimum amount of lighting is used, and no light spillage would occur. As a specific development project is not currently proposed, potential building materials are not known. However, any future development would be reviewed, including proposed building materials, to ensure the use of highly reflective materials or significant expanses of glass that could result in significant daytime glare would not occur. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.2 Agriculture and Forestry Resources

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

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

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

No Impact. The City of Gardena does not contain any mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.[3] Further, the City of Gardena does not contain zones for agricultural use or properties under a Williamson Act contract. Thus, the Project would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract.

[3] California Department of Conservation, *California Important Farmland Finder*, Department of Conservation Map Server (ca.gov), accessed December 3, 2020.

Mitigation Measures: No mitigation measures are required.

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

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

No Impact. No forest land, timberland, or timberland zoned Timberland Production occurs within the City. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

4.3 Air Quality

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

South Coast Air Quality Management District (SCAQMD) Thresholds

Mass Emissions Thresholds

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

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

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_x)	100	55
Sulfur Oxides (SO_x)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

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

Localized Carbon Monoxide

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

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

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

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds ("LSTs") for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or state ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. The City of Gardena is located within SCAQMD SRA 3 (Southwest Coastal LA County). Table 4.3-2, Local Significance Thresholds (Construction/Operations), shows the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 3 with sensitive receptors located within 25 meters of the project site.

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

Project Size	Nitrogen Oxide (NOx) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM_{10}) – lbs/day	Fine Particulates ($PM_{2.5}$) – lbs/day
1.0 acres	91/91	664/664	5/1	3/1
2.0 acres	131/131	967/967	8/2	5/1
5.0 acres	197/197	1,796/1,796	15/4	8/2

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

The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Thus, the air quality analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

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

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

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

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

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

- **Consistency Criterion No. 2**: A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

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

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. The 2012 and 2016 AQMPs were prepared to accommodate growth, reduce the levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

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

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

As discussed in Chapter 2.0, Project Description, the Project proposes a General Plan Amendment to amend the Land Use Plan for the General Commercial and Industrial designations to allow for an increased FAR for specific uses or zones. The Project also proposes additional amendments to the Zoning Code, which include minor clean-up language, including to uses permitted within the C-3 zone in order to more accurately reflect uses that occur and are permitted within the City; no new permitted uses other than amenity hotels are proposed, and to increase the height limit for the C-3 zone, which was inadvertently omitted during earlier code changes that increased the height limit for the C-2 and C-4 zones. As previously noted, although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Specifically, the Project assumes the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

As discussed in Section 4.14, *Population and Housing*, development of amenity hotels would increase local employment opportunities during construction and operation. Although unlikely, potential employment opportunities could directly increase the City's population, as employees (and their families) may choose to relocate to the City. Four amenity hotels with up to 450 rooms are anticipated to generate approximately 360 employees.[4] It should be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, amenity hotels do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions, but rather would provide employment opportunities to people within the local community and surrounding areas. Assuming 360 new employees (and their families) relocate to Gardena, Project implementation would result in a potential population increase of approximately 1,019 persons.[5] This is a conservative assumption, as it assumes all employees would relocate to the City along with their families instead of the more likely scenario of existing Gardena or other nearby residents to fill some of the new employment opportunities.

[4] Based on the World Tourist Organization recommended staffing rate of 8 persons per 10 rooms for similar type hotels.

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

The forecast population growth would increase the City's existing (2020) population of 60,937 persons by approximately 1.7 percent to 61,956 persons.[6] The Gardena General Plan anticipates a population of 63,799 persons at buildout. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not induce substantial unplanned population growth in the area.

The Gardena General Plan anticipated an increase in jobs within the City associated with the development of employment-generating land uses. More specifically, the Gardena General Plan anticipates an increase of approximately 4,700 jobs in the City between 2005 and 2025, resulting in approximately 39,400 jobs by 2025. According to the Profile of the City of Gardena (2019), prepared by SCAG, in 2017 there were 29,405 jobs within the City.[7]

Potential development of four amenity hotels could provide approximately 360 new jobs within the City. The potential addition of 360 jobs would be within the growth projections anticipated by the Gardena General Plan (39,400 jobs by 2025). Thus, the Project would be within the growth projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

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

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

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

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

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

Mitigation Measures: No mitigation measures are required.

[6] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011-2020*, Sacramento, California, May 2020.
[7] Southern California Association of Governments, *Profile of the City of Gardena, Local Profiles Report 2019*, May 2019, http://www.scag.ca.gov/Documents/Gardena.pdf, accessed August 27, 2020.

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

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within a Project site include ozone-precursor pollutants (i.e., ROG and NOx) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

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

Construction-related emissions were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. For analysis purposes, it is assumed site preparation, grading, and building construction would begin in early 2021. Paving and architectural coating would occur in 2022. Although site-specific development is not currently proposed and the exact construction timeline is unknown, the early 2021 construction start date used in the modeling results in a conservative analysis because CalEEMod uses cleaner emissions factors in future years due to improved emissions controls and fleet turnover. This approach is conservative given that emissions factors are anticipated to decrease in future years due to regulatory and technological improvements and fleet turnover; refer to Appendix A, Air Quality/Energy/Greenhouse Gas Emissions Data, for additional information regarding the construction assumptions used in this analysis.

The Project was modeled to reflect development of 450 rooms within four separate amenity hotels. Modeling included a 5,000 square foot restaurant located next to one of the hotels, for consistency with the 1108 W. Street GPA & ZC Project.[8] All four amenity hotels were assumed in CalEEMod to be constructed simultaneously, for the sake of providing a more conservative estimate of daily maximum construction-related emissions.[9]

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

As shown in Table 4.3-3, all criteria pollutant emissions would remain below their respective thresholds. While impacts would be considered less than significant, future development would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-

[8] The 1108 W. 141st Street GPA & ZC Project IS/MND analyzed the potential development of a 126-room hotel and 5,000 square foot restaurant on 2.0 acres at the northeast corner of Rosecrans and Budlong Avenues.

[9] The amenity hotels would be developed based on market conditions; it is anticipated that each of the amenity hotel sites would be developed separately. Therefore, maximum daily construction-related emissions would likely be substantially lower than disclosed within this document, which assumes that each hotel would be developed at the same time.

related emissions beyond what is shown in Table 4.3-3. Project emissions would not worsen ambient air quality, create additional violations of federal and state standards, or delay SCAB's goal for meeting attainment standards. Impacts associated with construction emissions would be less than significant.

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

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
2021	4.0	40.6	30.5	<0.1	8.2	5.2
2022	41.1	26.4	29.3	<0.1	4.6	1.8
SCAQMD Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2.						
Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment; refer to Appendix A for model outputs.						

Operational Emissions

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

CalEEMod was also used to calculate pollutants emissions from vehicular trips generated from the amenity hotels. CalEEMod default inputs for vehicle mix and trip distances were unaltered for this analysis. CalEEMod estimated emissions from Project operations are summarized in Table 4.3-4, *Operational-Related Emissions (Unmitigated Maximum Pounds Per Day)* and Table 4.3-5, *Operational-Related Emissions (Mitigated Maximum Pounds Per Day*. Operational-related mitigation incorporates the reduction in VMT associated with the mitigation designed to reduce VMT per employee from 15.12 to 14.65 VMT per employee, as described in the transportation memorandum prepared by Kittelson & Associates. Note that emissions rates differ from summer to winter because weather factors are dependent on the season and these factors affect pollutant mixing, dispersion, ozone formation, and other factors.

As shown in Table 4.3-4 and Table 4.3-5, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, Project operational impacts would be less than significant.

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

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Summer Emissions						
Area Source	14.7	<0.1	<0.1	0	<0.1	<0.1
Energy	0.7	6.4	5.3	<0.1	0.5	0.5
Mobile	8.8	38.8	91.8	0.3	24.6	6.8
Total	**24.2**	**45.2**	**97.2**	**0.4**	**25.1**	**7.2**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source	14.7	<0.1	<0.1	0	<0.1	<0.1
Energy	0.7	6.4	5.3	<0.1	0.5	0.5
Mobile	8.5	39.3	89.4	0.3	24.6	6.8
Total	**23.9**	**45.7**	**94.8**	**0.3**	**25.1**	**7.2**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.						

Table 4.3-5
Operational-Related Emissions (Mitigated Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Summer Emissions						
Area Source	14.7	<0.1	<0.1	0	<0.1	<0.1
Energy	0.7	6.4	5.3	<0.1	0.5	0.5
Mobile	8.7	38.3	89.5	0.3	23.8	6.5
Total	**24.1**	**44.6**	**94.9**	**0.3**	**24.3**	**7.0**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions						
Area Source	14.7	<0.1	<0.1	0	<0.1	<0.1
Energy	0.7	6.4	5.3	<0.1	0.5	0.5
Mobile	8.4	38.7	87.3	0.3	23.8	6.5
Total	**23.8**	**45.1**	**92.7**	**0.3**	**24.3**	**7.0**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.						

Area Source Emissions

Area source emissions would be generated due to consumer products, architectural coating, and landscaping associated with the sites. As shown in Table 4.3-5, the Project's area source emissions would not exceed SCAQMD thresholds for either the winter or summer seasons. Therefore, impacts would be less than significant and mitigation measures would not be required.

Energy Source Emissions

Energy source emissions would be generated due to the Project's electricity and natural gas usage. The Project's primary uses of electricity and natural gas would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in Table 4.3-5, the Project's energy source emissions would not exceed SCAQMD thresholds for criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation. Therefore, the Project's operational air quality impacts would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NOX, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NOx and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Project-generated vehicle emissions have been estimated using CalEEMod, as recommended by the SCAQMD. As shown in Table 4.3-5, mobile source emissions would not exceed SCAQMD thresholds for criteria pollutants. Therefore, the Project's air quality impacts associated with mobile source emissions would be less than significant.

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. As discussed above, the Project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

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

Cumulative Long-Term Impacts

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

As shown in Table 4.3-5, the Project's operational emissions would not exceed SCAQMD thresholds. As a result, the Project's operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. This is a less than significant impact.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Localized Construction Significance Analysis

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

The maximum daily disturbed acreage is estimated to be 4.44 acres[10]. The appropriate SRA for the LSTs is the Southwest Coastal LA County area (SRA 3), since SRA 3 includes the City of Gardena. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres. As stated, Project construction is anticipated to disturb a maximum of 4.44 acres in a single day, which is a conservative assumption.

Amenity hotels could be developed on sites of a minimum of 0.5-acre on arterials and major collector streets within with the C-3, C-4, M-1 and M-2 zones. Although it is anticipated that one of the sites for a potential amenity hotel would be located at 1108 W. 141st Street, the exact location of development of the other three amenity hotels is unknown at this time. For purposes of the analysis, the worst-case assumption for the location of the nearest sensitive receptor (i.e., within 25 meters of a project site) was utilized.

[10] This assumes each site is approximately 1.11 acres, which is the approximate acreage associated with the hotel component of the 1108 W. 141st GPA & ZC Project. This is a conservative assumption since amenity hotels could be developed on a 0.50-acre site and would involve less site disturbance when compared to a 1.11-acre site and it is not likely that four amenity hotels would be developed at the same time.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 25 meters were utilized in this analysis for receptors closer than 25 meters. Table 4.3-6, *Localized Significance of Construction Emissions (Maximum Pounds per Day)*, presents the results of localized emissions during construction.

As shown in Table 4.3-6, the emissions of these pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. In addition, specific development projects would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during construction activities.

Table 4.3-6
Localized Significance of Construction Emissions (Maximum Pounds Per Day)[1]

Construction Activity	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Site Preparation (2021)	40.5	21.2	8.0	5.2
Grading (2021)	24.7	15.9	3.3	2.2
Building Construction (2021)	17.4	16.6	1.0	0.9
Building Construction (2022)	15.6	16.4	0.8	0.8
Paving (2022)	11.1	14.6	0.6	0.5
Architectural Coating (2022)	1.4	1.8	0.1	0.1
SCAQMD Localized Screening Thresholds (5 acres at 25 meters)	197	1,796	15	8
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod Version 2016.3.2; refer to Appendix A for model outputs.				
Notes: 1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.				

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in Table 4.3-7, *Localized Significance of Operational Emissions (Maximum Pounds per Day)*. Table 4.3-7 shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during operational activities.

Table 4.3-7
Localized Significance of Operational Emissions (Maximum Pounds Per Day)

Emission Sources	Nitrogen Oxides (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
On-Site Emissions (Area Sources)	<0.1	<0.1	<0.1	<0.1
SCAQMD Localized Screening Threshold (5 acres at 25 meters)	197	1,796	4	2
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
Source: CalEEMod version 2016.3.2; refer to Appendix A for model outputs.				

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

Criteria Pollutant Health Impacts

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

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

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

The SCAQMD's air quality modeling demonstrates that NOx reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in $PM_{2.5}$ concentrations. NOx-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NOx reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NOx emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMP plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

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

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to Table 4.3-3, Table 4.3-4, and Table 4.3-5. Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to Table 4.3-6 and Table 4.3-7. The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the

CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The 2016 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic trips (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The potential development of up to four amenity hotels with 450 rooms would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the net new ADT attributable to the proposed Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

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

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Construction

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

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

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

Operational

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project does not propose or allow for land uses with the potential to generate significant sources of odors beyond existing conditions. Amenity hotels would involve the types of uses that would emit objectionable odors affecting substantial numbers of people. Therefore, the proposed Project would not create objectionable odors and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.4 Biological Resources

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

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

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

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

Less Than Significant Impact. According to the Gardena General Plan EIR, the City of Gardena is highly urbanized and is not known to support any significant wildlife or native planning communities or species. There is an approximately eight-acre site located north of the commercial development at the northwest corner of Artesia Boulevard and Vermont Avenue, known as the Gardena Willows Wetland Preserve. The area is designated as Open Space by the Gardena General Plan land use map. In April 1999 the City of Gardena adopted *A Plan for the Gardena Willows Wetland* (Plan). According to a biological assessment conducted to prepare the Plan, the vegetation of the Willows consists of herbaceous annual and perennial herbs and grasses, annual aquatic herbs, long-lived perennial herbs and shrubs, and trees. The wildlife of the Willows consists of resident, migratory and visitor birds, mammals, reptiles, amphibians, and terrestrial and aquatic invertebrates. The Plan identifies four principal vegetative communities and wildlife habitats of the Willows and indicates special-status wildlife species were observed in the area. The Plan provides a comprehensive guide for preserving and enhancing the Willows Wetland's environmental integrity and quality.

The proposed amendments to the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code would not result in any changes to the Open Space land use designation, the Willows Wetland Preserve, or to the Plan adopted for preservation of the Willows Wetland.

As stated, the proposed General Plan and Zoning Code amendments do not involve site-specific development. The intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. More specifically, the environmental analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. Thus, development of an amenity hotel would not occur within Open Space-designated land. Further, development would not directly impact the Willow Wetland Preserve.

Although development of an amenity hotel would not occur within the Willows Wetland Preserve, there are parcels on Artesia Boulevard zoned C-3 that are adjacent to the Preserve, which could be developed with an amenity hotel; refer to Exhibit 4.4-1, *Willows Wetland Preserve*. These parcels are currently developed with commercial uses and are in active use. Further, the parcels are adjacent to Artesia Boulevard and Vermont Avenue, which are highly traveled corridors within the City. Development of an amenity hotel would not significantly alter the existing conditions at the parcels, nor would it introduce significant new noise or lighting to the area with the potential to impact the preserve. Any future development near the Willows Wetland Preserve would be required to comply with the General Plan goal and policies to preserve and enhance the Willows Wetlands and to protect its natural resources. Thus, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on

any special status plant or wildlife species, any riparian habitat or other sensitive natural community, or on any state or federally protected wetlands.

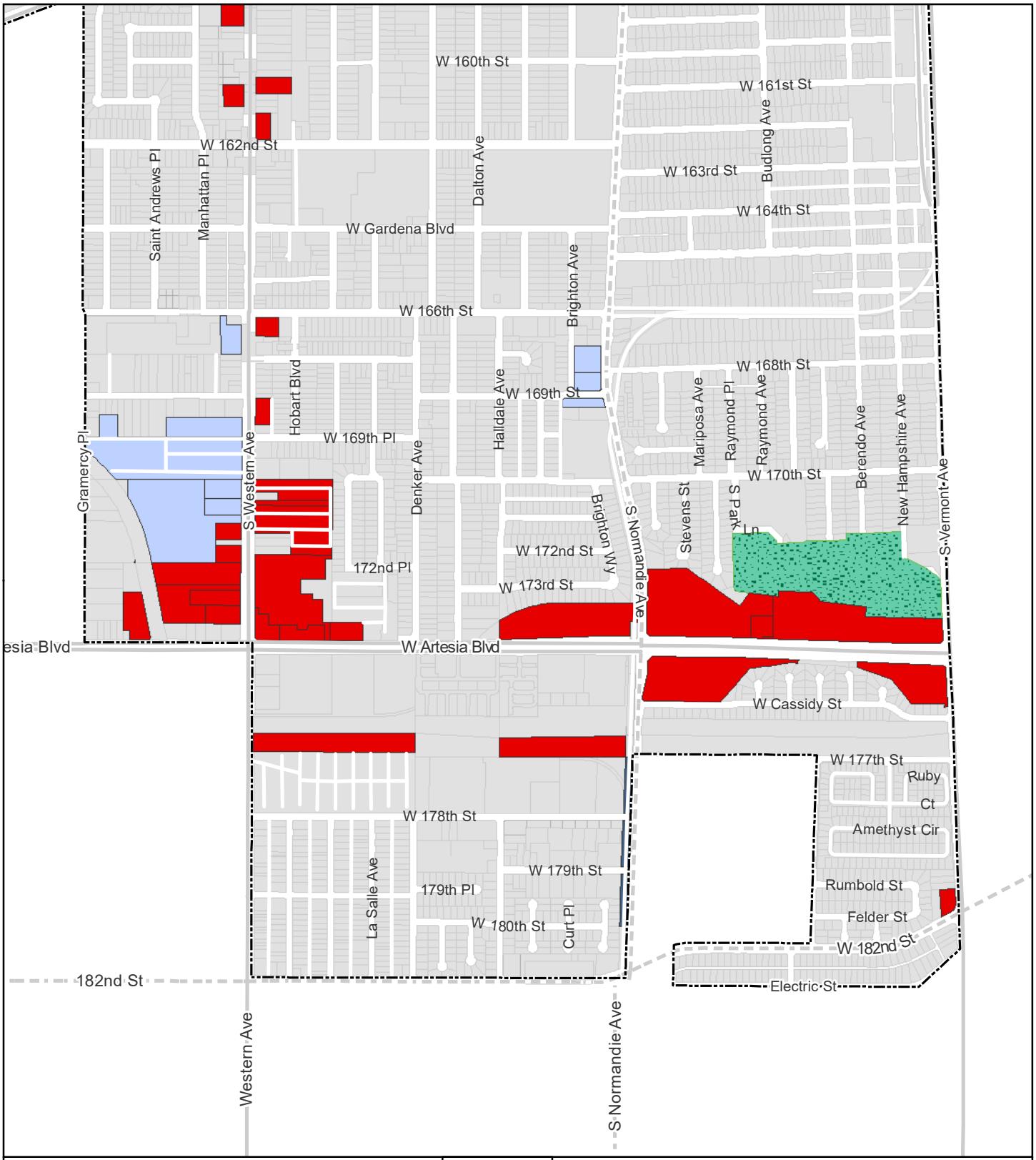
Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. As stated, although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. It is possible that specific properties proposed for development of an amenity hotel could include trees with the potential to support nesting migratory birds that are protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). Construction activities or removal of the trees could potentially impact nesting migratory birds. Under MBTA provisions, it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to nonmigratory birds identified as resident game birds (CFGC Section 3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC Section 3503). To address potential impacts to migratory birds, future development that would result in construction activities or removal of trees with the potential to support nesting migratory birds would be subject to compliance with Mitigation Measure BIO-1, which would require construction outside of the nesting season for migratory birds, or a pre-construction survey be conducted prior to initiating construction activities. If active nests are found, a Nesting Bird Plan would be required to be prepared and implemented. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to nesting migratory birds to a less than significant level.

Mitigation Measures:

BIO-1: If a Project site includes trees with the potential to support nesting migratory birds, construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.



Legend

- Gardena City Limits
- Gardena Parcels
- Arterial Roads
- Major Collector Roads
- Gardena Willows Wetland Preserve

Possible Amenity Hotel Site by Zoning Designation

C3 M1 M2

Sources: Los Angeles County GIS; Gardena Zoning Map, January 2018. Date: October 20, 2020. Revised: January 11, 2021.

0 250 500 Feet

CITY OF GARDENA
HOTEL DEVELOPMENT STANDARDS GENERAL PLAN AND ZONING CODE AMENDMENT PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Exhibit 4.4-1. Gardena Willows Wetland Preserve

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

Less Than Significant Impact. Refer to Response 4.4 (a-c) regarding the Plan adopted for preservation of the Gardena Willows Wetland.

Gardena Municipal Code Chapter 13.60, *Trees, Shrubs, and Plants*, regulates the placement and provides for the proper selection of new trees to minimize problems in public facilities, and establishes requirements for the preservation and proper maintenance of existing trees located on public property, as well as certain trees located on private property, that are deemed important to the general welfare and the benefit of the community. Section 13.60.080, *Permit*, requires a Trimming Permit, Tree Removal Permit, and/or a Tree Planting Permit for cutting, trimming, pruning, planting, removing, injuring or interfering with any tree, shrub or plant upon any Street or Public Place of the City. At this time, a specific development project is not proposed. If any development within the City, including an amenity hotel, proposes to remove a tree on public property, the request would be reviewed pursuant to Gardena Municipal Code Section 13.60.110, *Tree removal criteria*. Thus, the Project would not conflict with any local policies or ordinances protection biological resources.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Response 4.4 (a-c) regarding the Plan adopted for preservation of the Gardena Willows Wetland. The Project would not conflict with *A Plan for the Gardena Willows Wetland.* The City of Gardena is not located within the boundaries of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.5 Cultural Resources

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

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

Less Than Significant Impact with Mitigation Incorporated. According to the General Plan EIR, the City conducted a citywide historical resources survey and identified 111 sites that would give a balance of the history and culture of the City. The report recommended that six sites be nominated to the National Register of Historic Places; however, the survey was never adopted and many of the sites have since been demolished.

The proposed amendments to the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code would not cause a substantial change in the significance of a historical resource.

As stated, the proposed General Plan and Zoning Code amendments do not involve site-specific development. The intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The environmental analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. It is possible that future development of an amenity hotel could be proposed on or adjacent to a site that is developed with a potential historic resource. Development within the City is required to comply with the General Plan policies, including Policy LU 4.5, which encourages the preservation of historical and cultural locations and monuments that highlight the heritage of the City.

As site-specific development is not currently proposed, future development of an amenity hotel would be required to comply with Mitigation Measure CUL-1 to ensure that potential historical resources are properly identified and that the proposed development would not cause a substantial change in the significance of a historical resource. With implementation of Mitigation Measure CUL-1, potential impacts to historical resources would be reduced to a less than significant level.

Mitigation Measures:

CUL-1 Future development of an amenity hotel on a property with a potential historical resource, shall require a Historic Resources Assessment prepared by a qualified professional, which shall be submitted to the City of Gardena Community Development Department for review and approval. The Historic Resource Assessment shall determine whether the resource(s) is potentially historic and if the proposed project would potentially cause a substantial adverse change to the historical resource. Feasible measures shall be identified in order to mitigate the known and potential significant effects of the subject development project, if any.

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

Less Than Significant Impact. According to the General Plan EIR, recovery of significant archaeological resources is unlikely due to the extensive grading and development that has occurred within the City. In addition, the records searches conducted specific to the 1108 W. 141st Street site indicated that no archaeological or tribal cultural resources have been previously recorded within the area and the potential for prehistoric or historic resource deposits within the site is considered to be low.[11]

The proposed amendments to the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code would not cause a substantial change in the significance of an archaeological resource.

As stated, site-specific development is not currently proposed. The environmental analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. Most of the parcels meeting the requirements for amenity hotels are currently developed or have been developed in the past and therefore are not anticipated to contain archaeological resources.

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

COA CUL-1 If previously unidentified cultural resources are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity and construction activities shall be diverted away from the find (50-foot buffer around the find) and a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the

[11] Cogstone, *Cultural and Paleontological Resources Assessment for the 1108 West 141st Street Project, City of Gardena, Los Angeles County, California,* August 2020.

find. If the discovery proves to be significant under CEQA, the treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Project owner and City of Gardena to implement Native American consultation procedures.

Mitigation Measures: No mitigation measures are required.

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

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

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

Mitigation Measures: No mitigation measures are required.

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4.6 Energy

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

REGULATORY FRAMEWORK

California Building Energy Efficiency Standards (Title 24)

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

California Green Building Standards (CALGreen)

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

Senate Bill 100

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

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

City of Gardena Climate Action Plan

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

The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Thus, the energy analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

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

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

The amount of energy used at the site of an amenity hotel would directly correlate to the size of the structures, the energy consumption of appliances, and outdoor lighting. Other major sources of Project

energy consumption include fuel used by vehicle trips generated during Project construction and operation, and fuel used by off-road construction vehicles during construction.

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

Electricity and Natural Gas

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

Table 4.6-1
Project Operational Natural Gas and Electricity Usage

Emissions	Project Annual Consumption	Los Angeles County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	236,756	2,921,000,000	0.0081%
Electricity Consumption (MWh/year)	6,089	68,486,000	0.0089%
Sources: CalEEMod version 2016.3.2; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.			

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. As shown in Table 4.6-1, Project operational natural gas usage would be a 0.0089 percent increase above the County's typical annual electricity consumption, and an approximate 0.0081 percent increase above the county's typical natural gas consumption. These increases are minimal in the context of the county as a whole.

On-Road Vehicles (Operation)

Amenity hotels would generate vehicle trips during their operational phase. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod (version 2016.3.2) were used, which are based on the Project location and urbanization level parameters selected within CalEEMod; refer to Appendix A. Based on fleet mix data provided by CalEEMod and Year 2022 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2017, a weighted MPG factor for operational on-road vehicles of approximately 25.5 MPG for gasoline vehicles were derived. Therefore, the Project would generate vehicle trips that would use approximately 1,192 gallons of gasoline per day or 434,944 gallons of gasoline per year; refer to Appendix A.

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of vehicle fuel consumed were derived based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2020 gasoline MPG factors provided by EMFAC2017. It was assumed that all vehicles

would use gasoline as a fuel source (as opposed to diesel fuel or alternative sources). Table 4.6-2, *On-Road Mobile Fuel Generated by Project Construction Activities – By Phase*, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule. As shown, the vast majority of on-road mobile vehicle fuel used during the construction of amenity hotels would occur during the building construction phase.

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

Construction Phase	# of Days	Total Daily Worker Trips[1]	Total Daily Vendor Trips[1]	Total Hauler Trips[1]	Gallons of Gasoline Fuel[2]	Gallons of Diesel Fuel[2]
Site Preparation	10	18	0	0	98	0
Grading	20	15	0	0	163	0
Building Construction	230	277	108	0	34,710	27,410
Paving	20	15	0	0	163	0
Architectural Coating	150	55	0	0	4,495	0
			Total	**0**	**39,629**	**27,410**

Sources: CalEEMod Version 2016.3.2; EMFAC2017.

Notes:
1. Provided by CalEEMod.
2. Refer to Appendix A for further detail.

Off-Road Vehicles (Construction)

Off-road construction vehicles would use diesel fuel during the construction phase of development. Off-road construction vehicles expected to be used during the construction phase include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO_2 emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO_2 to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 4,247 gallons of diesel fuel for off-road construction vehicles during the site preparation and grading phases; refer to Appendix A for detailed calculations.

Conclusion

The amenity hotels would use energy resources for the operation of the hotel buildings (e.g., electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the amenity hotels (both during project construction and operation), and from off-road construction activities (e.g., diesel fuel). Each of these activities would require the use of energy resources. Future amenity hotel developments would be required to conserve energy, to the extent feasible, and would be required to comply with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

Potential amenity hotel development would be in compliance with all applicable federal, State, and local regulations regulating energy usage. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of

implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. SCE has achieved at least a 33 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards ("part 6"), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

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

Mitigation Measures: No mitigation measures are required.

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

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

Table 4.6-3
Gardena Climate Action Plan Project Consistency Analysis

Gardena Climate Action Plan Measure	Consistency Analysis
Measure LUT: G1 – Increase Density	Consistent. The Project would encourage infill development of developed and/or underutilized sites with amenity hotel uses. The proposed Development Standards for amenity hotels would allow for increased intensity by allowing a minimal lot size of 0.5-acre and a FAR of up to 2.0.
Measure EE: B1 – Encourage or Require Energy Efficiency Standards Exceeding Title 24	Consistent. Future development of amenity hotels would be required to comply with the 2019 (or more current) version of the Title 24 CALGreen standards, which provide higher energy efficiency requirements as compared to the earlier version of Title 24 standards.
Measure EE: E1 – Promote or Require Water Efficiency Through SB X7-7	Consistent. Future development of amenity hotels would be required to comply with the 2019 (or more current) version of the Title 24 CALGreen standards, which include water efficiency standards the exceed the water efficiency requirements contained in previous versions of the Title 24 standards.
Source: City of Gardena Climate Action Plan, December 2017.	

Mitigation Measures: No mitigation measures are required.

4.7 Geology and Soils

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

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the General Plan EIR (Figure 6) and California Department of Conservation Data Viewer, an Alquist-Priolo Fault Zone, as defined by the State of California in the Earthquake Fault Zoning Act, traverses the northeastern-most corner of the City, near El Segundo Boulevard and Vermont Avenue.[12]

The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. There is a parcel zoned C-3 that could potentially be developed with an amenity hotel located within or near the Alquist Priolo Fault Zone. The General Plan and General Plan EIR includes General Plan Policy PS 2.4 and Mitigation Measure GEO-1, respectively, requiring that any development proposed within an Alquist-Priolo Fault Zone would be required to prepare site-specific geotechnical studies before any construction can occur. The intent of the mitigation measure from the 2006 EIR (and adopted Mitigation Monitoring and Reporting Program), which requires development projects, including those located within an Alquist-Priolo Fault Zone, to prepare a geotechnical investigation that evaluates soils, groundwater, geological and seismic conditions, and requires construction to be in compliance with the findings and recommendations of the required investigations, is now a standard requirement by the City. If an active fault is found on a property, structures generally would not be allowed to be constructed within 50 feet of the fault trace. Pursuant to Gardena Municipal Code Chapter 15.04, *General Building Provisions*, the City has adopted the 2019 California Building Standards Code (CBSC), subject to certain amendments and changes, including amendments specific to seismic conditions. Future development would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic activity. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the site-specific geotechnical study's recommendations. Thus, compliance with the City's established regulatory framework, Condition of Approval GEO-1, and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with potential

[12] California Department of Conservation, *Data Viewer*, Department of Conservation Map Server (ca.gov), accessed December 4, 2020.

rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map would be reduced to a less than significant impact.

COA GEO-1: Prior to the submission of any new building permit application, as required by the City Building Official, the applicant shall provide for the City's review and consent, a comprehensive geotechnical investigation that explores and evaluates soil, groundwater, geological and seismic conditions; provides soil engineering criteria, and documents the potential for seismically induced ground shaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

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

As stated, although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Prior to development of an amenity hotel, the applicant would be required to conduct a site-specific geotechnical study to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the geotechnical study would be required to be incorporated into the design and construction of the future development. The geotechnical study would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors. Further, design of any proposed structures in accordance with the current California Building Code is anticipated to adequately mitigate concerns with ground shaking.

As discussed above, the City has adopted the 2019 CBSC (Gardena Municipal Code Chapter 15.04), subject to certain amendments and changes, including amendments specific to seismic conditions. Future development would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the geotechnical study's recommendations. Thus, compliance with the City's established regulatory framework, COA GEO-1, and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with strong seismic ground shaking would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

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

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

According to the General Plan EIR (Figure 6) and California Department of Conservation Data Viewer, the area located along Artesia Boulevard and the Dominguez Flood Control Channel in the southern portion of the City is located within a liquefaction zone.

There are parcels within this area that could potentially be developed with an amenity hotel. Any development proposed within a liquefaction zone would be required to prepare site-specific geotechnical studies before any construction can occur. The City has adopted the 2019 CBSC (Gardena Municipal Code Chapter 15.04), subject to certain amendments and changes, including amendments specific to seismic conditions. Future development would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic activity and seismic-related ground failure, including the potential for liquefaction. As discussed above, the Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the site-specific geotechnical study's recommendations. Thus, compliance with the City's established regulatory framework, COA GEO-1, and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with seismic-related ground failure, including liquefaction would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Geologic hazards associated with landsliding are not anticipated within the City of Gardena, as the City is not located within an area identified by the California Geologic Survey as having potential for seismic slope instability.[13] The City and surrounding area are relatively flat and do not contain any landforms capable of experiencing landslides.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Gardena and surrounding area are relatively flat. Grading and earthwork activities associated with future development of amenity hotels could expose soils to potential short-term erosion by wind and water. Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff*

[13] Ibid.

Pollution Control, requires the reduction of pollutants being discharged to the waters of the U.S. through the elimination of non-stormwater discharges to the municipal stormwater system; elimination of the discharge of pollutants into the municipal storm drain system; reduction of pollutants in stormwater discharges to the maximum extent practicable; and protection and enhancement of the quality of the waters of the U.S. consistent with the provisions of the Clean Water Act. Gardena Municipal Code Section 8.70.110, *Pollutant source reduction*, requires construction projects that disturb one or more acres of soil by grading, clearing, and/or excavating or other activities to obtain a general construction activity stormwater permit (GCAWSP) from the State Water Resources Control Board prior to issuance of a grading permit. Projects that disturb less than one acre of soil are required to comply with the minimum BMPs to reduce the discharge of construction-related pollutants to the municipal separate storm sewer system (MS4). The type of BMPs required shall be based on such factors as the amount of soil disturbed, the types of pollutants used or stored at the site, and proximity to water bodies. Erosion control plans may be required at the discretion of the City. If required, the project applicant must submit an erosion control plan to the City for approval as a condition for grading permit issuance. Therefore, construction activities would be required to comply with the erosion and siltation control measures of the GCAWSP, reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities to a less than significant level.

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

Mitigation Measures: No mitigation measures are required.

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

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

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

As stated, prior to development of any site with an amenity hotel, the applicant would be required to prepare a geotechnical study to determine the geotechnical feasibility of the specific development being proposed at that time. Any recommendations presented in the geotechnical study would be required to be incorporated into the design and construction of the proposed development. The geotechnical study would include specific recommendations based on seismic design parameters for foundation design, retaining and screening walls, exterior flatwork, concrete mix design, corrosion, pavement design, and general earthwork and grading, among other factors.

Development of an amenity hotel would be required to comply with all applicable regulations in the most recent CBSC as amended by the Gardena Municipal Code. The Gardena Building Services Division would review construction plans for compliance with the CBSC and Gardena Municipal Code, as well as the geotechnical study's recommendations. Thus, compliance with the City's established regulatory framework, CAO GEO-1, and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with a geologic unit or soil that is unstable or would become unstable, including expansive soil conditions would be reduced to a less than significant impact.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Development of an amenity hotel within the City would be required to connect to the City's existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures: No mitigation measures are required.

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

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

Areas within the City, including the 1108 W. 141st Street GPA & ZC site, have been mapped entirely as middle to late Pleistocene older alluvium which was deposited between 500,000 and 11,700 years ago. These fluvial and flood plain deposits consist of layered poorly sorted, moderately well-indurated, slightly dissected, gravels to clays. The sediments were deposited by streams and rivers on canyon floors and in the flat flood plains of the area. Additionally, according to the Cultural and Paleontological Resources Assessment for the 1108 W. 141st Street Project, records searches have recorded paleontological localities producing vertebrate fossils within proximity to the Project area. Extinct megafauna from these sites include ground sloth (†Paramylodon sp.), mastodon (†Mammut sp.) mammoth (†Mammuthus sp.), dire wolf (†Canis dirus), horse (†Equus sp.), two types of pronghorn antelope (†Capromeryx sp., †Breameryx sp.), camel (†Camelidae), and bison (†Bison sp.; Table 2). All of the fossils were a minimum of five feet deep in deposits mapped as late Pleistocene at the surface, while sediments with a Holocene component produced fossils starting at 11 feet deep.[14]

A multilevel ranking system was developed by professional resource managers within the Bureau of Land Management (BLM) as a practical tool to assess the sensitivity of sediments for fossils. The Potential Fossil

[14] Cogstone, *Cultural and Paleontological Resources Assessment for the 1108 West 141st Street Project, City of Gardena, Los Angeles County, California,* August 2020.

Yield Classification (PFYC) system has a multi-level scale based on demonstrated yield of fossils. The PFYC system provides additional guidance regarding assessment and management for different fossil yield rankings. Fossil resources occur in geologic units (e.g., formations or members). The probability for finding significant fossils in a project area can be broadly predicted from previous records of fossils recovered from the geologic units present in and/or adjacent to the study area. The geological setting and the number of known fossil localities help determine the paleontological sensitivity according to PFYC criteria.

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

Fossils previously recovered within a 10-mile radius were a minimum of five feet deep in deposits mapped as late Pleistocene at the surface. Sediments with a Holocene component produced fossils starting at five feet deep. As such sediments less than five feet below the modern surface are assigned a low potential for fossils (PFYC 2) due to the lack of fossils in these deposits. Sediments more than five feet below the modern surface are assigned a moderate potential for fossils (PFYC 3) due to similar deposits producing fossils at that depth near to the area.

As stated, although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Therefore, the environmental analysis assumes that one amenity hotel with up to 126 rooms would be developed at the northeast corner of Rosecrans and Budlong Avenues (1108 W. 141st Street GPA & ZC Project) and the remaining three amenity hotels would occur on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City in accordance with the proposed amenity hotel development standards. The exact location and specific development characteristics of each of the amenity hotels are not known, as site-specific development proposals are not currently proposed.

Because areas of the City have been mapped as middle to late Pleistocene older alluvium, and fossils have been recovered within a 10-mile radius in deposits mapped as late Pleistocene at the surface, it is reasonable to infer that sites within the City that could be developed with amenity hotels may contain middle to late Pleistocene older alluvium sediments with the potential for fossils. If development of an amenity hotel would occur on a site mapped as late Pleistocene at the surface and excavation activities would occur at a depth greater than five feet into native sediments, Mitigation Measures GEO-1 would require a paleontological monitor to be at the site during ground disturbances occurring greater than 5.0 feet below the historic surface elevation in native sediments. Additionally, Condition of Approval (COA) GEO-2 would require Working Awareness and Environmental Program (WEAP) Training by a qualified vertebrate paleontologist for construction personnel involved in ground disturbing activities and COA GEO-3 would address potential impacts to paleontological resources that may be discovered during ground disturbing activities. COA GEO-3 details the appropriate steps in the event paleontological resources are encountered during ground disturbing activities, including the requirement for all work within a 25-foot radius of a find to be halted and a professional vertebrate paleontologist be contacted to evaluate the find. The significance of the find would be evaluated and if determined to be significant, the paleontologist would determine any additional work, such as data recovery excavation, that would be

warranted, prior to construction activities resuming. With the implementation of Mitigation Measure GEO-1 and COA GEO-2 and GEO-3, the potential for the future development of an amenity hotel to directly or indirectly destroy a unique paleontological resource or site of unique geologic feature would be reduced to less than significant.

COA GEO-2: If excavation activities associated with the development of an amenity hotel would occur on any site mapped as middle to late Pleistocene older alluvium at the surface, prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Gardena Community Development Department.

COA GEO-3: If fossils or fossil bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt and the professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

Mitigation Measures:

GEO-1: If excavation activities associated with the development of an amenity hotel would occur at a depth of greater than five feet on any site mapped as middle to late Pleistocene older alluvium at the surface, paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances greater than 5.0 below the historic surface elevation in native sediments. Auguring, potholing, and pile driving activities do not need to be monitored as these activities are unlikely to produce significant fossil because information about formation, depth, or context is impossible to discern. Should similar activities be planned, the qualified paleontologist shall be consulted prior to commencement so they may determine if that activity requires monitoring.

4.8 Greenhouse Gas Emissions

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

Existing Setting

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

Naturally occurring GHGs include water vapor (H_2O), carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and ozone (O_3). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO_2, CH_4, and N_2O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

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

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 424 million gross metric tons of carbon dioxide equivalents ($MMTCO_2e$) in 2019 (California Energy Commission, 2019). Given that the U.S. EPA estimates that worldwide emissions from human activities totaled nearly 46 billion gross metric tons of carbon dioxide equivalents ($BMTCO_2e$) in 2010, California's incremental contribution to global GHGs is approximately 2% (U.S. EPA, 2014).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

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

Regulatory Setting

U.S. Environmental Protection Agency Endangerment Finding

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

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

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

Senate Bill 375

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

Executive Order S-3-05

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

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

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

Title 24, Part 6

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

Title 24, Part 11

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

Senate Bill 3

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

CARB Scoping Plan

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

regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million $MTCO_2$eq under a business as usual (BAU) scenario. This is a reduction of 42 million $MTCO_2$eq, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

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

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

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

- More Clean Cars and Trucks: The 2017 Scoping Plan establishes far-reaching programs to incentivize the sale of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight Statewide.
- Increased Renewable Energy: California's electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The 2017 Scoping Plan guides utility providers to 50 percent renewables, as required under SB 350.
- Slashing Super-Pollutants: The 2017 Scoping Plan calls for a significant cut in super-pollutants, such as CH_4 and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- Cleaner Industry and Electricity: California's renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- Cleaner Fuels: The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.
- Smart Community Planning: Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.

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

SCAG Connect SoCal: 2020-2045 RTP/SCS

SB 375 requires SCAG to incorporate an SCS into its Regional Transportation Plan (RTP) that achieves the GHG emission reduction targets set by CARB. As required by SB 375, CARB adopted year 2020 and 2035 GHG reduction targets for each metropolitan region. The SB 375 targets for the Southern California region under SCAG's jurisdiction in 2020 and 2035 are reductions in per capita GHG emissions of 8 percent and 19 percent, respectively as compared to 2005.[15]

Pursuant to Government Code §65080(b)(2)(K), an SCS does not: (i) regulate the use of land; (ii) supersede the land use authority of cities and counties; or (iii) require that a city's or county's land use policies and regulations, including those in a general plan, be consistent with it.

SCAG adopted the 2020-2045 RTP/SCS on September 3, 2020.[16] This update to the 2016-2040 RTP/SCS is also expected to meet the State's goal of 19 percent reductions per capital transportation emissions in 2035 as compared to 2005. Additionally, it calls for reducing VMT per capita by five percent and Vehicle Hours Traveled (VHT) per capita by nine percent (for automobiles and light/medium duty trucks).

Gardena Climate Action Plan

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

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

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

[15] California Air Resources Board, 2020 *SB 375 Regional Plan Climate Targets*, https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets, accessed January 10, 2021.

[16] Southern California Association of Governments, *Connect SoCal*, https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx, accessed January 10, 2021.

align with the Statewide goal for 2020 (i.e., achieving 1990 levels), the CAP is consistent with AB 32. Through 2035, the CAP is a qualifying plan under CEQA Guidelines Section 15183.5.

Thresholds of Significance

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[17,18] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project. Since the City of Gardena has a CAP that qualifies under CEQA Guidelines Section 15183.5, a project's incremental contribution to GHG emissions and climate change would be "less than significant", if the project complies with the requirements contained within the CAP.

The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Thus, the greenhouse gas emissions analysis addresses the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1) and General Industrial (M-2) zones of the City.

[17] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf.
[18] State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf

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

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

Less Than Significant Impact. Potential development of the amenity hotels would generate GHGs during the construction and operational phases. The Project's primary source of construction-related GHGs would result from emissions of CO_2 associated with construction and worker vehicle trips; refer to Table 4.8-1, *Construction GHG Emissions (Metric Tons/Year)*. Additionally, development of the amenity hotels would require grading, and would also include site preparation, building construction, and architectural coating phases.

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

Year	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
2021	0	878.7	878.7	0.1	0	881.2
2022	0	133.2	133.2	<0.1	0	133.5
Total	**0**	**1011.9**	**1011.9**	**0.1**	**0**	**1014.7**
Source: CalEEMod version 2016.3.2						

As shown in Table 4.8-1, Project construction-related activities would generate a maximum of approximately 881 $MTCO_2e$ of GHG emissions in a single year, or approximately 1,015 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.[19] The amortized Project emissions would be approximately 34 $MTCO_2e$ per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (electricity and natural gas) usage; refer to Table 4.8-2, *Operational GHG Emissions 2022 (Unmitigated Metric Tons/Year)* and Table 4.8-3, *Operational GHG Emissions 2022 (Mitigated Metric Tons/Year)*. Other sources of GHG emissions would be minimal.

[19] The Project lifetime is based on SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

Table 4.8-2
Operational GHG Emissions 2022 (Unmitigated Metric Tons/Year)

Category	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0	<0.1	<0.1	<0.1	0	<0.1
Energy	0	2,855.3	2,855.3	0.1	<0.1	2,869.8
Mobile	0	5,072.4	5,072.4	0.3	0	5,079.4
Waste	61.7	0	0	3.6	0	152.9
Water	4.1	48.0	48.0	0.4	<0.1	65.8
Total	**65.8**	**7,975.7**	**7,975.7**	**4.5**	**0.1**	**8,167.8**
Source: CalEEMod version 2016.3.2						

Table 4.8-3
Operational GHG Emissions 2022 (Mitigated Metric Tons/Year)

Category	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Area	0	<0.1	<0.1	<0.1	0	<0.1
Energy	0	2,855.3	2,855.3	0.1	<0.1	2,869.8
Mobile	0	4,926.1	4,926.1	0.3	0	4,933.0
Waste	61.7	0	0	3.6	0	152.9
Water	4.1	48.0	48.0	0.4	<0.1	65.8
Total	**65.8**	**7,829.4**	**7,895.2**	**4.5**	**0.1**	**8,021.4**
Source: CalEEMod version 2016.3.2						

As shown in Table 4.8-3, Project mitigated operational GHG emissions would total approximately 8,021 $MTCO_2e$ annually, and combined with construction-related GHG emissions, would total approximately 8,055 $MTCO_2e$ annually. In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

Consistency with Applicable GHG Plans, Policies, or Regulations

Gardena Climate Action Plan Consistency

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

2017 Scoping Plan Consistency

The goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance

mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013 Scoping Plan). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

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

Table 4.8-4
Project Consistency with the 2017 Scoping Plan

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

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

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

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

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

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

Sector/Source	Category/Description	Consistency Analysis
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. Future amenity hotel developments would be required to comply with AB 341. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.

Notes:
1. California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017.
2. California Energy Commission, *2018 Power Content Label Southern California Edison,* https://www.energy.ca.gov/sites/default/files/2020-01/2018_PCL_Southern_California_Edison.pdf, accessed June 24, 2020.
3. Southern California Edison, *The Clean Power and Electrification Pathway,* https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed June 24, 2020.
4. California Energy Commission, *2013 California Energy Efficiency Potential and Goals Study*, Appendix Volume I, August 15, 2013.

SoCal Connect 2020-2045 RTP/SCS Consistency

The RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. The SCS would integrate land use and transportation strategies that would achieve GHG emissions reduction targets that are forecasted to achieve reduction in GHG emissions to achieve the State's 2035 and 2040 GHG reduction goals.

The 2020-2045 RTP/SCS growth forecasts project an increase of 334,000 jobs by 2035 and 544,000 jobs in 2045 in Los Angeles County, which is approximately the period in which the Project assumes development of up to four amenity hotels would occur.[20] As discussed in Section 4.14, Population and Housing, potential development of four amenity hotels could provide approximately 360 new jobs within the City. This growth would represent less than 0.07 percent of the projected employment growth for Los Angeles County.

[20] This is a conservative assumption based on the historic development of hotels within the City (one hotel has been built in the City since 1990; a Best Western was approved in 2013).

The Gardena General Plan anticipated an increase in jobs within the City associated with the development of employment-generating land uses. More specifically, the Gardena General Plan anticipates an increase of approximately 4,700 jobs in the City between 2005 and 2025, resulting in approximately 39,400 jobs by 2025. SCAG's 2020-2045 RTP/SCS growth forecasts anticipate 32,100 jobs in Gardena by 2045.[21] According to the Profile of the City of Gardena (2019), prepared by SCAG, in 2017 there were 29,405 jobs within the City.[22] The potential addition of 360 jobs would be within the growth projections anticipated by the Gardena General Plan (39,400 jobs by 2025) and SCAG's 2020-2045 RTP/SCS (32,100 jobs by 2045). Thus, the Project is not anticipated to induce substantial unplanned population growth to the area and impacts would be less than significant. Therefore, the Project would be consistent with SCAG's 2020-2045 RTP/SCS and the SCAQMD 2016 AQMP.

As indicated above, the Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the City's CAP, the 2017 Scoping Plan and the 2020-2045 RTP/SCS. Since the City's CAP qualifies under CEQA Guidelines Section 15183.5, and the Project complies with the requirements contained with the CAP, the Project's incremental contribution to GHG emissions and climate change would be less than significant. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[21] Southern California Association of Governments, *Adopted Final Connect SoCal*, Read the Plan Adopted Final Plan - Southern California Association of Governments, accessed January 10, 2021.

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

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4.9 Hazards and Hazardous Materials

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

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

Less Than Significant Impact. The proposed General Plan and Zoning Code amendments do not involve site-specific development. The intent of the proposed modifications, specific to amenity hotels, is to

encourage future development of amenity hotels within the City. More specifically, the Project anticipates the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

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

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

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

Mitigation Measures: No mitigation measures are required.

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

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

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

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

Construction activities could also result in accidental conditions involving existing on-site contamination. The proposed Project would allow for the development of amenity hotels along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, one site, located at the northeast corner of Rosecrans and Budlong Avenues, has been identified as having the potential to accommodate an amenity hotel. This site is currently a surface parking lot and does not contain any on-site conditions with the potential for contamination. However, development of future amenity hotels could occur on properties with conditions for the potential to have on-site contamination, including structures with the potential for lead-based paint (LBP) and asbestos-containing materials (ACMs). Redevelopment of these sites could expose construction workers and the public to hazardous materials in the future. Future development of amenity hotels would be required to comply with the Gardena General Plan, which includes policies relating to hazardous conditions. Policy LU 3.7 requires mitigation or remediation of potentially hazardous conditions in the City and Policy PS 3.3 requires the City maintain an updated inventory of businesses that handle, store, process, and transport hazardous materials/waste within the City. The General Plan EIR also identifies mitigation (identified as Mitigation Measure HAZ-1, below) that for construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of the excavated soil.

Further, Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. As a Condition of Approval (COA), all demolition that could result in the release of ACM or LBPs must be conducted according to Federal and State standards, including but not limited to, California *Health and Safety Code* Sections 17920.10 and 105256. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. If ACM material is found, abatement of asbestos would be required prior to any demolition activities. If paint is separated from building materials (chemically or physically) during demolition of structures, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional. If LBP is found, abatement would be required to be completed by a qualified Lead Specialist prior to any demolition activities. Development of an amenity hotel that would involve demolition of a structure with the potential for LBP or ACBs would be required to comply with COA HAZ-1 and COA HAZ-2, as well as SCAQMD Rule 1403, regarding the potential for LBP and ACMs.

Compliance with the General Plan goals and policies, COA HAZ-1 and HAZ-2, and SCAQMD Rule 1403, and implementation of General Plan EIR mitigation (Mitigation Measure HAZ-1), would reduce impacts associated with the potential release of hazardous materials into the environment to a less than significant level.

Due to the nature of amenity hotel uses, substantial use of hazardous materials as part of long-term operations are not anticipated. As discussed above, the use of hazardous materials and substances would involve minimal amounts of cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping. Additionally, an amenity hotel would not result in significant transport, use or disposal of hazardous materials. The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident

conditions involving the release of hazardous materials into the environment and impacts would be less than significant.

COA HAZ-1 Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. The asbestos survey shall be provided to the City of Gardena Building Division. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

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

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

Mitigation Measures: The Mitigation Measures related to hazards and hazardous materials that were specified in the 2006 Certified EIR and adopted in the Mitigation Monitoring and Reporting Program are identified below. These mitigation measures would also be incorporated into the proposed Project.

HAZ-1 Prior to the sale or development of a property where the City is involved with the financing or acquisition of the property, the City shall require a full Phase I Environmental Assessment of the site. In addition, an environmental consultant, familiar with the handling of hazardous wastes, should be either on-site or on call to property remove and dispose of any hazardous wastes encountered during the excavation and/or grading of the site.

Construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of excavated soil.

All development and businesses operating within the City shall obtain, prior to receiving a use permit, all relevant licenses and permits from the appropriate agencies charged with regulation of hazardous materials.

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

Less Than Significant Impact. As stated, the Project would allow for development of amenity hotels on arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. An amenity hotel could be located within 0.25-mile of a school. However, as discussed above, due to the nature and operating characteristics of an amenity hotel, the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping are not anticipated. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations would reduce potential impacts to schools within the area. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. Government Code Section 65962.5, commonly referred to as the "Cortese List", requires the DTSC and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste. The proposed Project would allow for the development of amenity hotels along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, one site, located at the northeast corner of Rosecrans and Budlong Avenues, has been identified as having the potential to accommodate an amenity hotel. However, there are no sites within the City currently identified on the Cortese List that meet the site criteria for development of an

amenity hotel, including the site located at 1108 W. 141st Street.[23] However, there is the potential that future development of an amenity hotel within the City could occur on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 at that time. Development would be required to comply with the Gardena General Plan, which includes policies specific to hazards and hazardous materials. As stated, Policy LU 3.7 requires mitigation or remediation of potentially hazardous conditions in the City and Policy PS 3.3 requires the City maintain an updated inventory of businesses that handle, store, process, and transport hazardous materials/waste within the City. The General Plan EIR also identifies mitigation that for construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of the excavated soil. Compliance with General Plan goals and policies and the implementation of General Plan EIR mitigation (Mitigation Measure HAZ-1) would reduce potential impacts associated with potential development of a site located on a list of hazardous materials sites to a less than significant level.

Mitigation Measures: Refer to Mitigation Measure HAZ-1.

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?

Less Than Significant Impact. Hawthorne Municipal Airport, also known as Jack Northrop Field, is an FAA-designated general aviation reliever airport owned by the City of Hawthorne. The airport is located approximately 0.5-mile north of the northwestern-most boundary of the City of Gardena. The City of Hawthorne General Plan Noise Element provides noise contours (Figures 5A and 5B) for the City of Hawthorne, which includes the airport. The noise contours associated with the airport do not extend beyond the municipal boundaries of the City of Hawthorne. Thus, development of an amenity hotel within the City of Gardena would not result in excessive noise associated with the Hawthorne Municipal Airport.

Due to the proximity of the airport to the City, development within the City is subject to potential hazards associated with airport operations. However, hotels and motels are currently allowed within the C-3, C-4, M-1, and M-2 zones with approval of a CUP; therefore, the proposed Project would not introduce a new use to these zones. Thus, the Project would not introduce a new use that would result in a safety hazard for people working in the area associated with the airport. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Gardena Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The City's EOP establishes the emergency organization, assigns tasks, and specifies policies and general procedures. The EOP is designed to include Gardena in the overall California Standardized Emergency Management System (SEMS), which provides a framework

[23] California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List (CORTESE)*, EnviroStor (ca.gov), accessed December 14, 2020.

for coordinating multi-agency responses in the case of emergencies. In the event of an emergency, first responders would coordinate any emergency response or emergency evacuation activities within the City.

The proposed Project would allow for the development of amenity hotels along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. Most Arterials and Major Collectors serve as a primary evacuation and emergency access routes within and out of the City. Future development of amenity hotels is not anticipated to result in the modification of roadways surrounding the specific development site or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would be required to occur within the boundaries of the development site and would not interfere with circulation along adjacent or any other nearby roadways.

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

Mitigation Measures: No mitigation measures are required.

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

No Impact. The City of Gardena is urbanized and is not within or located adjacent to any wildlands or areas identified as being at risk of wildland fires. Therefore, the proposed amendments to the General Plan and Zoning Code and potential development of an amenity hotel along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation Measures: No mitigation measures are required.

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4.10 Hydrology and Water Quality

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

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

Less Than Significant Impact. The proposed General Plan and Zoning Code amendments do not involve site-specific development. The intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. More specifically, the environmental analysis addressed the potential development of up to four amenity hotels with up to 450 rooms along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

Short-Term Construction

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

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

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

Site development would also be subject to Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff Pollution Control*. Chapter 8.70 is intended to reduce the quality of pollutants being discharged to the waters of the United States through: the elimination of non-stormwater discharges to the municipal stormwater system; the elimination of discharge of pollutants into the municipal storm drain system; the reduction of pollutants in stormwater discharges to the maximum extent practicable; the protection and enhancement of the quality of the waters of the United States in a manner consistent with the provisions of the Clean Water Act. Section 8.70.110*, Pollutant Source Reduction*, states that no grading permit shall be issued to construction projects disturbing one or more acres of soil without obtaining a General Construction Activity Stormwater Permit (GCASP) from the SWRCB. Projects that disturb less than one acre of soil are required to comply with the minimum BMPs to reduce the discharge of construction-related pollutants to the municipal separate storm sewer system (MS4). The type of BMPs required shall be based on such factors as the amount of soil disturbed, the types of pollutants used or stored at the site, and proximity to water bodies. Erosion control plans may be required at the discretion of the City. If required, the project applicant must submit an erosion control plan to the City for approval as a condition for grading permit issuance.

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

Long-Term Operations

The City of Gardena discharges pollutants from its municipal separate storm sewer (drain) systems (MS4s). Stormwater and non-stormwater are conveyed through the MS4 and discharged to Los Angeles Region surface water bodies. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-0175 as amended by State Water Board Order WQ 2015-0075 (NPDES Permit No. CAS004001, *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges Within the Coastal Watersheds of Los Angeles County, Except Discharges Originating from the City of Long Beach MS4*.[24]

The MS4 Permit Order requires development and implementation of a Planning and Land Development Program for all "New Development" and "Redevelopment" projects subject to the Order. New development and redevelopment projects/activities subject to Los Angeles County's LID Ordinance include all development projects equal to 1.0 acre or greater of disturbed area. Development of an amenity hotel could occur on a site 1.0-acre or greater and therefore would be required to comply with the Los Angeles's County LID Ordinance.

As stated, Gardena Municipal Code Chapter 8.70, *Stormwater and Runoff Pollution Control*, establishes the requirements to protect water quality. Section 8.70.110, *Pollutant Source Reduction*, requires new development and redevelopment projects subject to the MS4 permit to comply with post-construction runoff pollution reduction BMPs implemented through the Standard Urban Stormwater Mitigation Plan (SUSMP). The SUSMP requires low impact development (LID) BMPs; source control BMPs and structural and nonstructural BMPs for specific types of uses. LID controls effectively reduce the amount of impervious area of a completed project site and promote the use of infiltration and other controls that

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

reduce runoff. Source control BMPs prevent runoff contact with pollutant materials that would otherwise be discharged to the MS4. Specific structural controls are also required to address pollutant discharges from certain uses including but not limited to restaurants, industrial and commercial facilities, and parking lots. The SUSMP would be required to be submitted to the City for review and approval and incorporated into future site plans.

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

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The City of Gardena receives water from Golden State Water Company (GSWC). The City is located within GSWC's Southwest Customer Service Area, which serves approximately 55,000 customers. Water delivered to the Southwest System is a blend of groundwater pumped from the West and Central Coast Groundwater Basins and imported water from the Colorado River Aqueduct and State Water Project (imported and distributed by Metropolitan Water District of Southern California).[25]

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

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

The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4),

[25] Golden State Water Company, *Southwest*, https://www.gswater.com/southwest, accessed December 14, 2020.

Industrial (M-1) and General Industrial (M-2) zones of the City. The Project's water demand would total approximately 43.9 acre-feet per year (AFY). As stated, the Southwest area receives its water from imported water, groundwater and recycled water. Thus, the Project would not rely entirely on groundwater supplies. According to the UWMP, GSWC maintains an allocation of 16,439 AFY from the Central Basin and 7,502 AFY from the West Basin. The adjudicated basins would continue to be subject to the maximum allowed pumping allocation for groundwater extraction. Continued diligence by the pumpers is expected to ensure the reliability of the Central and West Coast Basins groundwater supplies. Therefore, the Project would not substantially deplete groundwater supplies.

It is likely that future development of amenity hotels would occur as infill development or redevelopment of sites that are currently developed and do not provide for significant groundwater recharge. The amount of impervious area is not anticipated to significantly increase when compared to existing conditions. Therefore, the Project would not interfere substantially with groundwater recharge and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

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

1) Result in substantial erosion or siltation on- or off-site?

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

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

4) Impede or redirect flood flows?

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

According to the General Plan EIR, the City of Gardena is highly developed and development within the City in accordance with the General Plan would not result in substantial alteration of existing drainage patterns that would result in flooding on- or off-site. Although site-specific development is not currently proposed, it is anticipated that development of amenity hotels would occur as infill development or redevelopment of currently developed sites. Therefore, development would not significantly increase impervious surfaces and runoff would continue to be collected and directed toward the City's existing storm drain system. Any potential development would be required to comply with all Gardena Municipal Code requirements for site drainage and water quality; refer to Response 4.10 (a), as well as General Plan policies. Land Use Policy 3.10 requires that all new development provide adequate improvements, dedications, and fees to the City to fully cover the cost of the City services and facilities. Site-specific development would be required to demonstrate that adequate capacity exists within the City's storm drain system to serve the proposed development or implement on-site improvements. Therefore, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. According to the Federal Emergency Management Agency, Flood Insurance Rate Map, the City of Gardena, with exception of the Gardena Willows Wetland Preserve, is located within an area of minimal flood hazard.[26] The proposed Project would not allow for development within the Gardena Willows Wetland Preserve. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. At its closest point, the City of Gardena is approximately 5.0 miles inland of the Pacific Ocean and there are no large bodies of standing water within or near the City. As a result, tsunamis and seiches do not pose hazards due to the City's inland location and lack of nearby bodies of standing water. Potential sites for development of amenity hotels are not located within a flood hazard, tsunami, or seiche zones; therefore, the Project would not potentially result in a release of pollutants due to inundation and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Refer to Responses 4.10 (a), above regarding water quality. As discussed above, the Southwest System is supplied by two active, GSWC-owned wells in the Central Subbasin, and 10 active, GSWC-owned wells in the West Coast Subbasin. GSWC monitors well capacity, status, and water quality. In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.[27] Under the SGMA the Central Basin and West Coast Basin are exempted from the requirement to form a Groundwater Sustainability Agency since they are adjudicated basins.[28]

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

Groundwater pumping for the Southwest System in 2015 totaled 5,915 AF, with 430 AF from the Central Basin and 5,484 AF from the West Coast Basin, which is less than the allocation of 16,439 AFY from the Central Basin and 7,502 AFY from the West Basin. As GSWC's groundwater rights are adjudicated, the

[26] Federal Emergency Management Agency, Flood Insurance Rate Map 06037C1795F, effective September 26, 2008, FEMA's National Flood Hazard Layer (NFHL) Viewer (arcgis.com), accessed December 14, 2020.
[27] California Department of Water Resources, *SGMA Groundwater Management*, https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management, accessed July 10, 2020.
[28] Golden State Water Company, *2015 Urban Water Management Plan – Southwest*, September 2016.

Project would not conflict with or exceed groundwater supplies or management of the groundwater basins.

In 2015, actual water demand for commercial uses equaled 4,133 AFY. The UWMP utilizes Southern California Association of Governments (SCAG) growth projections to project population, household, and employment for the Southwest System. The UWMP anticipates employment growth of six percent from 2008 to 2035, which equates to an annual employment growth rate of 0.2 percent. UWMP Table 4-2 projects water demand for commercial uses within the Southwest System to be 4,724 AFY in 2020 and 4,882 AFY by 2035 and total water demand of 32,271 AFY in 2020 and 33,545 by 2035.

As stated, the proposed General Plan and Zoning Code amendments do not involve site-specific development. However, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels on arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. The potential development of up to four amenity hotels with up to 450 hotel rooms would generate a water demand of approximately 43.9 AFY, which would be within the commercial water demand growth projections for the Southwest System. It should be noted that the UWMP uses SCAG growth projections to determine water demand and needed supplies. Because SCAG growth projections are based in part on growth identified in local General Plans, growth associated with buildout of the General Plan land use designations has been anticipated by the growth forecasts and therefore has been anticipated in the UWMP. Hotels and motels are currently allowed uses within the C-3, C-4, M-1, and M-2 zones with approval of a Conditional Use Permit (CUP); a CUP would no longer be needed for an amenity hotel. Thus, amenity hotels would be consistent with uses allowed by the General Plan land use and zoning designations for the potential development sites. The estimated water demand for the amenity hotels is also a conservative estimate as it does not take into account any existing water demand that may be offset by redevelopment of a site that is currently developed and generating water demand. Further, as discussed in Section 4.14, Population and Housing, the Project is not anticipated to generate significant population growth within the City.

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

The Project's water demand, if solely taken from groundwater resources, would represent 0.27 percent of the Southwest Systems total 2015 groundwater supply and 0.74 percent of the total groundwater pumped by the Southwest System in 2015. Furthermore, the City would continue to comply with SBx7-7 requirements, which aim to reduce urban water usage. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.11 Land Use and Planning

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

a) Physically divide an established community?

Less Than Significant Impact. The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. The proposed General Plan Amendment would amend the Land Use Plan for the General Commercial designation to allow for an increased FAR under the Zoning Code for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75) and up to 2.00 FAR in the Industrial area under the Zoning Code for specific uses or zones; however, amenity hotels would only be allowed to develop under a maximum FAR of 2.0 and only when located on an arterial or major collector street. The clean-up language to the Zoning Code involves permitted uses in the C-3 zone to accurately reflect uses that occur and are permitted within the City and to increase the height limit for the C-3 zone which was inadvertently omitted during earlier code changes that increased the height limit for the C-2 and C-4 zones. These modifications would not alter existing zoning within the City or allow for development that would physically divide an established community.

Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. Hotels and motels are currently allowed within these zones with approval of a Conditional Use Permit (CUP); a CUP would no longer be needed for an amenity hotel. Since development of amenity hotels would occur along arterials and major collector streets it is not anticipated that any new roadways or significant infrastructure systems that would physically divide or separate a site from surrounding uses would occur. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The proposed General Plan and Zoning Code language amendments would reflect current conditions that are allowed within the City and would provide consistency between these conditions and the General Plan Land Use and Zoning Code.

The proposed amendments specific to amenity hotels would not conflict with any land use plan, policy, or regulation adopted for purposes of avoiding or mitigating an environmental effect. The proposed amendments would provide specific development standards and conditions for which an amenity hotel can be developed. Hotels and motels are currently allowed within the C-3, C-4, M-1, and M-2 zones with approval of a CUP. Although amenity hotels would not require a CUP, they would be required to comply with the property development standards established by the Gardena Municipal Code specific to the zone in which the site is located. Property development standards include, but are not limited to, lot area and dimensions, building height, setbacks, landscaping, signs, and off-street parking and loading and have been established to ensure the development is consistent and compatible with surrounding uses and also takes into consideration the site's specific location, such as its proximity to residentially-zoned properties. Further, development would be required to comply with Gardena Municipal Code Chapter 18.42, *General Provisions*, which addresses landscape regulations, refuse enclosures, enclosure of mechanical equipment, and security and lighting plans, amongst others. Development of an amenity hotel would be reviewed for consistency with the City's General Plan and Zoning to ensure the proposed development would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation Measures: No mitigation measures are required.

4.12 Mineral Resources

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

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

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

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

Mitigation Measures: No mitigation measures are required.

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4.13 Noise

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

FUNDAMENTALS OF NOISE

Sound, Noise, Acoustics

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

Frequency and Hertz

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

Sound Pressure Levels and Decibels

The amplitude of a sound determines it loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measure in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (µPa). One µPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or Lp) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

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

Human Response to Changes in Noise Levels

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

Noise Descriptors

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

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

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

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

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

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

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

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms and similar spaces.

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

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

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

Percent Noise Levels: See L(n).

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

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

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

Traffic Noise Prediction

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

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard

site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

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

GROUND-BOURNE VIBRATION FUNDAMENTALS

Vibration Descriptors

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

Several different methods are used to quantify vibration amplitude.

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

Vibration Perception

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

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

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

EXISTING NOISE ENVIRONMENT

Noise Sources

The City of Gardena experiences noise typical of urbanized environments, including noise from motor vehicles traveling on roadways, railroad operations, aircraft overflights, industrial and commercial uses, and other stationary noise sources typical of a built environment. According to the General Plan, the most significant noise-producing activity within the City involves transportation elements.

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors are located throughout the City.

REGULATORY FRAMEWORK

City of Gardena General Plan

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

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

City of Gardena Municipal Code

Gardena Municipal Code Section 8.36.040, *Exterior noise standards*, and 8.36.050, *Interior noise standards*, state the exterior and interior noise standards for the City in terms of Leq(15) and Lmax. The allowable noise levels at land uses receiving noise are summarized in Table 4.13-1, *Allowable Exterior and Interior Noise Levels*. The Gardena Municipal Code states that if the ambient noise level exceeds the noise standard, then the ambient noise level shall become the noise standards. Gardena Municipal Code Section 8.36.070, *Prohibited acts*, prohibits the operation of a device that generates vibration which is above the perception threshold of an individual at or beyond the property line if the source is on private property.

Table 4.13-1
Allowable Exterior and Interior Noise Levels

Type of Land Use	15-Minute Average Noise Level (Leq(15))		Maximum Noise Level (Lmax)	
	7 am – 10 pm	10 pm to 7 am	7 am – 10 pm	10 pm to 7 am
Exterior Noise Levels				
Residential	55 dB(A)	50 dB(A)	75 dB(A)	70 dB(A)
Residential portions of mixed-use	60 dB(A)	50 dB(A)	80 dB(A)	70 dB(A)
Commercial	65 dB(A)	60 dB(A)	85 dB(A)	80 dB(A)
Industrial and manufacturing	70 dB(A)	70 dB(A)	90 dB(A)	90 dB(A)
Interior Noise Levels				
Residential	45 dB(A)	40 dB(A)	65 dB(A)	60 dB(A)
Residential portions of mixed-use	45 dB(A)	40 dB(A)	70 dB(A)	60 dB(A)
Source: City of Gardena, Municipal Code, Sections 8.36.040 and 8.36.050				

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

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

Less Than Significant Impact. The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. The proposed General Plan Amendment would amend the Land Use Plan for the General Commercial designation to allow for an increased FAR under the Zoning Code for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75) and up to 2.00 FAR in the Industrial area under the Zoning Code for specific uses or zones; however, amenity hotels would only be allowed to develop under a maximum FAR of 2.0 and only when located on an arterial or major collector street. The clean-up language to the Zoning Code involves permitted uses in the C-3 zone to accurately reflect uses that occur and are permitted within the City and to increase the height limit for the C-3 zone which was inadvertently omitted during earlier code changes that increased the height limit for the C-2 and C-4 zones. These modifications would not alter any development standards or requirements specific to noise.

Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. Hotels and motels are currently allowed within these zones with approval of a Conditional Use Permit (CUP); a CUP would no longer be needed for an amenity hotel. Therefore, development of an amenity hotel within the specific zones would be consistent with the General Plan land use and zoning.

CONSTRUCTION NOISE

The degree of construction noise may vary for different areas of a construction site and also vary depending on the specific construction activities. Noise levels associated with the construction of an amenity hotel would vary with the different phases of construction. Typical noise levels associated with construction equipment anticipated to be used for construction activities are shown in Table 4.13-2, *Typical Construction Equipment Noise Levels*.

Table 4.13-2
Typical Construction Equipment Noise Levels

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

Construction activities associated with amenity hotels would likely include site preparation, grading, building construction, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels would be loudest during the grading phase.

With the exception of the site located at 1108 W. 141st Street, specific sites have not been identified for future amenity hotel development. The 1108 W. 141st Street Project site is located adjacent to residential uses. The IS/MND noise analysis determined that construction noise impacts would be less than significant, as construction activities would be required to comply with the Gardena General Plan and Municipal Code requirements regarding permissible hours for construction activities. As stated, amenity hotels could be located along Major Arterials and Collectors within the C-3, C-4, M-1, and M-2 zones of the City. The types of uses within the surrounding area and distance to those uses are not currently known. It is anticipated that construction activities would result in a temporary or periodic increase in the ambient noise level above existing noise levels within the vicinity of the development site. Construction noise is

considered a short-term impact and would be considered significant if construction activities occur outside the allowable times as described in the City's General Plan and Municipal Code. However, construction activities would be required to occur during the permissible hours in accordance with the City's General Plan and Municipal Code. Thus, construction impacts would not be considered significant. With implementation of recommended conditions of approval, construction-related noise would be further reduced. The specification of equipment noise limits forces the use of modern equipment having improved engine insulation and mufflers. Implementation of recommended conditions of approval would also require orientation of stationary construction equipment away from nearby sensitive receptors, among other requirements.

OPERATIONAL NOISE

Stationary Noise Sources

As stated, the Project anticipates the potential development of up to four amenity hotels along Major Arterials and Collectors. Noise typical of commercial uses, such as hotels include parking lot activities (e.g., vehicle start-up, slamming car doors, occasional alarms, etc.), mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment), general maintenance activities, and conversations.

The 1108 W. 141st Street GPA & ZC Project IS/MND calculated the noise levels at the nearest sensitive receptors to the north, south, and west of the site and concluded noise levels are not expected to exceed the City's 55 dBA residential limit or the 65 dBA commercial limit established by the City's noise ordinance at that site. Further, the potential development's contribution to existing noise levels were determined to be within the "not perceptible" acoustic characteristic and impacts would be less than significant. As the other three potential sites for development of amenity hotels are unknown, stationary noise levels at the nearest sensitive receptors (if any) cannot be calculated at this time. Future development of amenity hotels would be required to comply with Gardena General Plan policies, including Policy N-2.4 which requires mitigation of all significant noise impacts as a condition of project approval, Policy N-2.5 which requires new commercial/industrial operations located in proximity to existing or proposed residential areas to incorporate noise mitigation into the project design, and Policy N-3.2, which requires compliance with noise regulations, and compliance with Gardena Municipal Code Section 8.36.040 exterior and interior noise standards. Applicants of future amenity hotel projects would be required to demonstrate compliance with the City's noise ordinance. Following conformance with the existing regulatory framework, impacts would be less than significant in this regard.

Off-Site Traffic Noise

The proposed Project would generate traffic volumes along roadways within the vicinity of the specific development sites. The development of up to four amenity hotels could result in 3,762 average daily trips (ADT). In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase. As stated, amenity hotels would be allowed along arterials and major collector streets. Arterials typically carry between 40,000 and 60,000 vehicles per day and Collectors typically carry between 15,000 and 25,000 vehicles per day.[29] The Gardena General Plan EIR identified 2006 traffic volumes on Arterials and Collectors (which include both Collectors and Major Collectors) within the City. Volumes for Arterials and Major Collectors ranged from 10,800 (Manhattan Beach Boulevard, Crenshaw to Van Ness) to 47,900 (Artesia Boulevard, Normandie Avenue

[29] City of Gardena, *Gardena General Plan 2006*, Circulation Element.

to Vermont Avenue) vehicles per day and forecast traffic volumes along the same roadway segments to be 11,660 and 51,730 vehicles per day by 2025, respectively.[30] Assuming as a worst-case scenario that all potential trips that could be generated by the development of up to four amenity hotels occurred in the same location along or in vicinity to these roadway segments, an additional 3,762 vehicles per day would be added to these roadway segments. However, the Project's ADTs would not result in a doubling of trips along either of these roadway segments. Further, the 1108 W. 141st Street GPA & ZC Project IS/MND determined that development of that site with a 126-room hotel and restaurant use would not result in off-site traffic noise impacts. Future development of amenity hotels would be required to comply with Gardena General Plan policies, including Policy N-2.4 which requires mitigation of all significant noise impacts as a condition of project approval and Policy N-3.2, which requires compliance with noise regulations, and compliance with Gardena Municipal Code exterior and interior noise standards.

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

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

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- The Project applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- During construction, equipment staging areas and stationary construction noise sources, such as generators or pumps, shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per Gardena Municipal Code Section 8.36.080, construction activities shall not occur during the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Construction activities can produce vibration that may be felt by adjacent land uses. The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibration impacts. Table 4.13-3, *Guideline Vibration Damage Potential Threshold Criteria*, identifies the thresholds and Table 4.13-4, *Vibration Source Levels for Construction Equipment*, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

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

Table 4.13-3
Guideline Vibration Damage Potential Threshold Criteria

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

Table 4.13-4
Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 (in soil)	66
Slurry wall	0.017 (in rock)	75
Vibratory roller	0.21	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.		

The construction of amenity hotel uses are not anticipated to require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bull dozer. A large bulldozer would yield a worst-case 0.5 PPV (in/sec) which is perceptible but sustainably below any risk of damage (0.5 in/sec PPV is the threshold of residential structures). It is also acknowledged that construction activities would occur throughout a construction site and would not typically be concentrated at the point closest to the nearest structures. Potential vibration impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Hawthorne Municipal Airport, also known as Jack Northrop Field, is an FAA-designated general aviation reliever airport owned by the City of Hawthorne. The airport is located approximately 0.5-mile north of the northwestern-most portion of the City of Gardena. The City of Hawthorne General Plan Noise Element provides noise contours (Figures 5A and 5B) for the City, which include the airport. The noise contours associated with the airport do not extend beyond the municipal boundaries of the City of Hawthorne. Thus, development of an amenity hotel within the City of Gardena would not expose people to excessive noise associated with the Hawthorne Municipal Airport.

Mitigation Measures: No mitigation measures are required.

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4.14 Population and Housing

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

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

Less Than Significant Impact. The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. The proposed General Plan Amendment would amend the Land Use Plan for the General Commercial designation to allow for an increased FAR under the Zoning Code for specific uses or zones (self-storage facilities are already authorized to have a FAR of 2.75) and up to 2.00 FAR in the Industrial area under the Zoning Code for specific uses or zones; however, amenity hotels would only be allowed to develop under a maximum FAR of 2.0 and only when located on an arterial or major collector street. The clean-up language to the Zoning Code involves permitted uses in the C-3 zone to accurately reflect uses that occur and are permitted within the City and to increase the height limit for the C-3 zone which was inadvertently omitted during earlier code changes that increased the height limit for the C-2 and C-4 zones. These modifications would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure.

Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. The development of amenity hotels would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure.

Development of an amenity hotel would provide for employment opportunities during construction and operation. Although unlikely, potential employment opportunities could directly increase the City's population, as employees (and their families) may choose to relocate to the City. Four amenity hotels with

up to 450 rooms are anticipated to generate approximately 360 employees.[31] It should be noted that estimating the number of future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Further, amenity hotels do not typically provide employment opportunities that involve substantial numbers of people needing to permanently relocate to fill the positions, but rather would provide employment opportunities to people within the local community and surrounding areas. Assuming 360 new employees (and their families) relocate to Gardena, Project implementation would result in a potential population increase of approximately 1,019 persons.[32] This is a conservative assumption, as it assumes all employees would relocate to the City along with their families instead of the more likely scenario of existing Gardena or other nearby residents to fill some of the new employment opportunities.

The forecast population growth would increase the City's existing (2020) population of 60,937 persons by approximately 1.7 percent to 61,956 persons.[33] The Gardena General Plan anticipates a population of 63,799 persons at buildout. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not induce substantial unplanned population growth in the area.

The Gardena General Plan anticipated an increase of approximately 4,700 jobs in the City between 2005 and 2025, resulting in approximately 39,400 jobs by 2025. SCAG's 2020-2045 RTP/SCS growth forecasts anticipate 32,100 jobs by 2045.[34] According to the Profile of the City of Gardena (2019), prepared by SCAG, in 2017 there were 29,405 jobs within the City.[35] As stated, potential development of four amenity hotels could provide approximately 360 new jobs within the City. The potential addition of 360 jobs would be within the growth projections anticipated by the Gardena General Plan (39,400 jobs by 2025) and SCAG's 2020-2045 RTP/SCS (32,100 jobs by 2045). Thus, the Project is not anticipated to induce substantial unplanned population growth to the area and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The Project would not change the zoning of any parcels within the City currently zoned for residential uses. Further, the Project would not alter any zones where residential development is currently allowed by the Gardena Municipal Code. The Project would allow for the development of amenity hotels within the C-3, C-4, M-1, and M-2 zones on arterials and major collector streets. It is not anticipated that future development of parcels within these zones with an amenity hotel

[31] Based on the World Tourist Organization recommended staffing rate of 8 persons per 10 rooms for similar type hotels.

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

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

[34] Southern California Association of Governments, *Adopted Final Connect SoCal*, Read the Plan Adopted Final Plan - Southern California Association of Governments, accessed January 10, 2021.

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

would displace substantial numbers of existing people or housing, as residential uses are prohibited within these zones. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.15 Public Services

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

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

1) Fire protection?

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

The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. The clean-up language to the General Plan and Zoning Code would not involve or allow for new development that is not currently allowed by the City's General Plan and Zoning.

Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with

up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City. The development of amenity hotels could increase the demand for fire protection and emergency medical services when compared to existing conditions; however, this would be dependent upon the specific parcel and whether it is currently developed and receiving services. Hotels and motels are allowed uses within the C-3, C-4, M-1, and M-2 zones with approval of a Conditional Use Permit (CUP). Although the Project would not require a CUP for the development of amenity hotels, the Gardena General Plan anticipates development within the City under buildout conditions, which includes development of all sites within the City. Development of up to four amenity hotels would not significantly impact fire protection services resulting in the need for new or physically altered facilities.

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

Mitigation Measures: No mitigation measures are required.

2) Police protection?

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

As stated, the clean-up language to the General Plan and Zoning Code would not involve or allow for new development that is not currently allowed by the City's General Plan and Zoning. Similar to fire protection services, the potential development of up to four amenity hotels could increase the demand for police protection services when compared to existing conditions; however, this would be dependent upon the specific parcel and whether it is currently developed and receiving services. Hotels and motels are currently allowed uses within the C-3, C-4, M-1, and M-2 zones with approval of a Conditional Use Permit (CUP). Although the Project would not require a CUP for the development of amenity hotels, the Gardena General Plan anticipates development within the City under buildout conditions, which includes development of all sites within the City. Development of up to four amenity hotels would not significantly impact police protection services resulting in the need for new or physically altered facilities.

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

Mitigation Measures: No mitigation measures are required.

3) Schools?

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

Mitigation Measures: No mitigation measures are required.

4) Parks?

Less Than Significant Impact. The proposed General Plan and Zoning Code amendments do not involve site-specific development; however, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. Although the use of City parks and recreational facilities by hotel patrons may occur, it likely would be limited. The use of these City facilities would not result in the need for new or physically altered park or recreation facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

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

Mitigation Measures: No mitigation measures are required.

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4.16 Recreation

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

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

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

Mitigation Measures: Less Than Significant Impact.

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

Less Than Significant Impact. Refer to Response to 4.15 (a)(4). The Project does not propose any recreational facilities. The development of recreational facilities, separate from hotel amenities, are not anticipated to occur as part of the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

This section is based in part on the *Hotel Development Standards General Plan & Zoning Code Amendment Project Transportation Memorandum* (Transportation Memorandum), prepared by Kittelson & Associates, dated December 9, 2020 and included in its entirety as Appendix C, Transportation Memorandum.

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

Less Than Significant Impact.

Transit Facilities

The City is served by GTrans and LA Metro. GTrans provides public transportation services in the South Bay, including the cities of Gardena, Hawthorne, Compton, Carson, Harbor City, Lawndale, and Los Angeles. GTrans currently operates four service lines:

Line 1X. GTrans Line 1X connects riders from Hawthorne, Lawndale, and Gardena to downtown Los Angeles. Popular destinations on this bus route include Peary Middle School, Serra High School, Lawndale High School, Gardena City Hall, Hustler Casino, Lucky Lady Casino and Harbor Gateway Transit Center. Popular Downtown destinations include Little Tokyo, LA City Hall, the Fashion District, and connections to the Metro Red and Purple Lines.

Line 2. GTrans Line 2 circles Western, Imperial Highway, Vermont, Normandie and PCH. Popular destinations on this bus route include Gardena High School, Narbonne High School, Henry Clay Middle School, Fleming Middle School, LASC, Gardena Memorial Hospital, Kaiser Permanente, Harbor UCLA Medical Center, Gardena City Hall, and Harbor Gateway Transit Center.

Line 3. GTrans Line 3 connects riders to shopping in Redondo Beach and Compton, while traveling through the center of Gardena. Popular destinations on this bus route include Alondra Park, El Camino College, Compton High School, Bishop Montgomery High School, Hustler Casino, South Bay Galleria, Gardena Memorial Hospital, Compton Towne Center and Compton MLK Transit Center.

Line 5. GTrans Line 5 runs parallel to the 105 Freeway in Hawthorne, Gardena and Compton, providing riders connections to Metro buses on El Segundo Boulevard and to Metro Rail at the Imperial and Aviation Stations. Popular destinations on this bus route include Centennial High School, Hawthorne High School, Hawthorne Memorial Center, Hawthorne Sports Center, MLK Community Hospital and Magic Johnson Park.

LA Metro operates several lines within and through the City, connecting Gardena to other transit systems, such as Metrolink.

As amenity hotels would occur on arterials and major collector streets, it is anticipated that they would be served by the existing transit system. Potential patrons and employees associated with an amenity hotel could incrementally increase the demand for public transit services. However, the Project would not conflict with a program plan, ordinance, or policy addressing transit and impacts would be less than significant.

Roadway Facilities

As stated, amenity hotels would be allowed on arterials and major collector streets. According to the Gardena General Plan, an arterial roadway connects traffic from smaller roadways to freeway interchanges and regional roadway corridors. They serve as the principal urban thoroughfares, provide a linkage between activity centers in the City to adjacent communities and other parts of the region, and provide intra-city mobility. A major collector serves as an immediate route to carry traffic between collector roadways and arterial roadways. Access to adjacent land uses is generally unrestricted. Traffic controls typically consist of signalization at intersections with arterials; however, left-turn lanes and/or left-turn signalization are generally not provided. On street parking is generally acceptable, although it might be prohibited during certain hours, or it may be based on a maximum time limit. Although the Project anticipates the potential development of up to four amenity hotels, the Project does not propose site-specific development. Thus, no modifications to roadways within the City are proposed. Potential development of parcels along arterials and major collector streets with an amenity hotel is not anticipated to involve modifications to the adjacent roadways.

There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would be required to occur within the boundaries of the development site and would not interfere with circulation along adjacent or any other nearby roadways.

Bicycle Facilities

The City adopted the South Bay Bicycle Master Plan (Bicycle Master Plan), which is a multi-jurisdictional bicycle master plan intended to guide the development and maintenance of a comprehensive bicycle network and set of programs throughout the cities in the South Bay, including Gardena. The Bicycle

Master Plan (Figure 4-3) identifies proposed bicycle facilities within Gardena, including facilities along arterials and major collector streets. It is not anticipated that development of amenity hotels would conflict with implementation of the Bicycle Master Plan. As site-specific development is proposed, opportunities to implement the Bicycle Master Plan would be considered. Potential patrons and employees of an amenity hotel could incrementally increase the use of bicycle facilities within the City; however, the Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities and impacts would be less than significant.

Pedestrian Facilities

Sidewalks are currently provided along arterials and major collector streets within the City. As stated, the Project does not propose site specific development. Thus, no modifications to existing pedestrian facilities within are proposed. Development of specific parcels with an amenity hotel would be required to maintain or provide improved sidewalks and pedestrian access to the proposed development in accordance with City requirements. The Project would not conflict with a program, plan, ordinance or policy addressing pedestrian facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

As previously noted, one site, located at the northeast corner of Rosecrans and Budlong Avenues, has been identified as having the potential to accommodate a 126-room amenity hotel. A VMT analysis was conducted for the 1108 W. 141st Street GPA & ZC Project IS/MND, for the potential development of a 126-room hotel and determined a project VMT impact and a cumulative VMT impact would occur for a hotel at this site. The IS/MND documented that a mitigation measure of a $3.67 per day per employee transit subsidy (with a minimum of 27% hotel employee eligibility) would reduce a significant project impact and significant cumulative impact at this site to a less than significant level.

For purposes of this analysis, it is assumed that up to 450 rooms would be developed, consisting of one amenity hotel with up to 126 rooms at the northeast corner of Rosecrans and Budlong Avenues (1108 W. 141st Street) and the remaining three amenity hotels with up to 324 rooms on arterials and major collector streets within the four previously identified zones in accordance with the proposed amenity hotel development standards.

The City's *SB 743 Implementation Transportation Analysis Updates* (Transportation Analysis Guidelines), includes criteria for individual project screening, which can be used to screen projects that are expected

to generate low vehicles miles traveled (VMT) out of a detailed VMT analysis. The City's three VMT screening criteria and determinations include:

- Project Type Screening: Projects that generate less than 110 daily trips, local-serving retail projects less than 50,000 square feet, and affordable housing projects may be screened from conducting a VMT analysis. None of these conditions would apply to this Project. It should be noted that a 100-room hotel would generate 836 daily trips, based on Institute of Transportation Engineers (ITE) trip generation rates.

- Transit Proximity Screening: Projects located within a High Quality Transit Area (HQTA) would be screened from a detailed VMT analysis if the project does not have certain characteristics. This screening criteria cannot be applied if the project:
    - Has a Floor Area Ratio (FAR) of less than 0.75 (for office, retail, hotel, and industrial projects) or less than 20 units per acre (for residential projects).
    - Includes more parking for use by residents, customers, or employees than required by the City (unless additional parking is being provided for design feasibility, such as completing the floor of a subterranean or structured parking facility, or if additional parking is located within the project site to serve adjacent uses).
    - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City).
    - Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

  According to Figure 3 in the City's guidelines, the majority of potential amenity hotel sites are located in a frequent transit area (within a half-mile radius of an existing or planned major transit stop, or an existing stop along a high-quality transit corridor, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours). In addition, this Project would meet the other criteria necessary to screen out due to transit proximity:

    - Amenity hotels would have FARs of at least 0.75.
    - The City has indicated that supplying parking in excess of minimum requirements would be prohibited.
    - The Project is consistent with the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS) since no land use changes are proposed and the number of residential units in the City would not be affected.
    - Amenity hotels would not replace residential units.

  Under the transit proximity screening criteria, 260 of the 268 potential hotel site parcels would screen out of a VMT analysis. The following areas and parcels would not screen out; refer to Exhibit 4.17-1, *VMT Screening Results*:

    - North side of Marine Avenue between Van Ness Avenue and Wadkins Avenue
        - APN 4064-015-020
        - APN 4064-023-018
        - APN 4064-023-034
        - APN 4064-030-019
    - West side of Normandie Avenue between 166th Street and W. 170th Street
        - APN 6106-027-039

        - APN 6106-027-028
        - APN 6106-030-011
    - The 1108 W. 141st Street site (as documented in the 1108 W. 141st Street GPA & ZC Project MND)[36]

- Low VMT Area Screening: Projects that are assessed using home-based work VMT per employee (such as hotels) in a low-VMT generating area may be screened from a VMT analysis. According to Figure 1 in the City's guidelines, several potential sites are located in areas with a daily home-based work VMT per employee that is below 85% of the regional average. However, most of these sites are already covered under the areas screened out under the transit proximity screening criteria, as shown in Exhibit 4.17-1. However, parcel 4064-015-020 (north side of Marine Avenue between Wadkins Avenue and Miller Avenue) was not screened out under the transit proximity criteria but is screened out under the low VMT area screening criteria, as shown in Exhibit 4.17-1.

Based on the VMT screening, 261 of the 268 potential hotel site parcels would screen out of a VMT analysis; hotels located at these sites would result in a less-than-significant VMT impact and would not require mitigation measures.

The following areas and parcels are not screened out and would require a VMT analysis, refer to Exhibit 4.17-1:

- North side of Marine Avenue between Van Ness Avenue and Wadkins Avenue
    - APN 4064-023-018
    - APN 4064-023-034
    - APN 4064-030-019
- West side of Normandie Avenue between 166th Street and W. 170th Street
    - APN 6106-027-039
    - APN 6106-027-028
    - APN 6106-030-011
- The 1108 W. 141st Street site (A VMT analysis was conducted for this site in the 1108 W. 141st Street GPA & ZC Project MND and is therefore not reanalyzed within this document)

A VMT impact analysis was conducted for projects that may be located on the six parcels that were not screened out (as described above).

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

- **Project Threshold**: A significant impact will occur if the project generates daily home-based work VMT per employee in excess of the impact threshold of 14.65 VMT per employee.

- **Cumulative Threshold**: A significant impact will occur if the project threshold is exceeded or if the project is determined to be inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

[36] Although the proposed amendments to the City's development standards would include an increase in FAR to 2.0, discussion with hotel developers and an examination of other hotels in the area determined that a hotel at a FAR of 2.0 on the site would not be a viable option.

Legend

- Gardena City Limits
- 1108 W. 141st Street Project
- Arterial Roads
- Major Collector Roads

Possible Amenity Hotel Sites

- Not Screened Out (VMT Impact)
- Screened Out (Transit Proximity)
- Screened Out (Low VMT Area)
- Screened Out (Transit + Low VMT)

0 600 1,200
Feet

Sources: Los Angeles County GIS; Gardena Zoning Map, January 2018. Date: October 20, 2020. Revised: January 11, 2021.

CITY OF GARDENA
HOTEL DEVELOPMENT STANDARDS GENERAL PLAN AND ZONING CODE AMENDMENT PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Exhibit 4.17-1. VMT Screening Results

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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

APN 4064-023-018/4064-023-034/4064-030-019 (North side of Marine Avenue)

These parcels are located in Transportation Analysis Zone (TAZ) 21221100. According to the City's tool, an amenity hotel project at any of these sites is expected to generate 15.12 VMT per employee. The sites' expected home-based work VMT per employee would exceed the threshold of 14.65 VMT per employee. Since an amenity hotel at these sites is estimated to generate daily home-based work VMT per employee higher than the threshold, it would result in a significant VMT impact.

Since the project threshold is exceeded, an amenity hotel at these sites would also result in a significant cumulative VMT impact.

APN 6106-027-039/6106-027-028/6106-030-011 (West side of Normandie Avenue)

These parcels are located in TAZ 21229100. According to the City's tool, an amenity hotel project at any of these sites is expected to generate 15.72 VMT per employee. The sites' expected home-based work VMT per employee would exceed the threshold of 14.65 VMT per employee. Since an amenity hotel at these sites is estimated to generate daily home-based work VMT per employee higher than the threshold, it would result in a significant VMT impact.

Since the project threshold is exceeded, an amenity hotel at these sites would also result in a significant cumulative VMT impact.

Given that the expected home-based work VMT per employee that would be generated by an amenity hotel at these parcels is higher than the threshold of 14.65 VMT per employee, amenity hotel projects located at these parcels would result in a significant project impact and significant cumulative impact. Project VMT must be reduced to 14.65 VMT per employee with mitigation in the following areas:

- **APN 4064-023-018/4064-023-034/4064-030-019**: Project VMT must be reduced from 15.12 VMT per employee to 14.65 VMT per employee, representing a 3.1% decrease.
- **APN 6106-027-039/6106-027-028/6106-030-011**: Project VMT must be reduced from 15.72 VMT per employee to 14.65 VMT per employee, representing a 6.8% decrease.

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

Given that amenity hotels are employment projects with home-based work VMT as the metric, the commute-focused mitigation measures provided in Table 4.17-1, *Applicable Mitigation Measures*, were selected from the City's list of recommended measures. Note, more recent research published by the San Diego Association of Governments (SANDAG) in June 2019 in the *Mobility Management VMT Reduction*

Calculator Tool – Design Document[37] provides updates to the maximum VMT reductions for an employer transit pass subsidy based on information that has been made available since the publication of the 2010 CAPCOA documentation and also accounts for inflation. Therefore, SANDAG's transit subsidy VMT reduction methodology has been substituted for CAPCOA's.

Table 4.17-1
Applicable Mitigation Measures

Measure	Description	Source
Price Workplace Parking	Pricing workplace parking may include charging for parking, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives. This strategy focuses on implementing market rate and above market rate pricing to provide a price signal for employees to consider alternative modes for their work commute.	CAPCOA Measure 3.4.14
Rideshare Program	A rideshare program includes TDM strategies designed to increase average vehicle occupancy by encouraging carpooling and vanpooling. Carpooling and vanpooling can be encouraged through programmatic features, such as a platform or database that matches potential riders (e.g., Zimride), and through incentives, such as payments to individuals who participate in each mode.	CAPCOA Measure 3.4.3
Employee Transit Subsidies	Transit subsidies are direct payments to individuals for use of public transit.	SANDAG Measure 1D
Promotions and Marketing	Commute trip reduction marketing programs are part of a traditional TDM program and often focus on advertising non-driving options to individuals. This may include direct outreach, help with trip planning, and development of promotional materials. This strategy can include the deployment of products, such as TransitScreen, that provide real-time transit and other transportation information in common spaces of a development. This strategy's efficacy is affected by the level of investment in the program, the staff involved, and the other measures implemented.	CAPCOA Measure 3.4.7

Source: Kittelson & Associates, *Hotel Development Standards General Plan & Zoning Code Amendment Project Transportation Memorandum* (Transportation Memorandum), dated December 9, 2020; refer to Appendix C, Transportation Memorandum.

These select measures were compared to the VMT reductions necessary for amenity hotel projects in each of the two areas. A menu of mitigation measures (or a combination of measures) that could be applied at each location are detailed below, along with the assumptions necessary to reduce VMT per employee below the threshold of 14.65 VMT per employee; refer to Appendix C for detailed calculations.

Note, the CAPCOA and SANDAG methodologies provide reductions which are sensitive to an area's land use and transportation context (urban, suburban-center, or suburban). For calculation purposes, the City's land use and transportation context were characterized as suburban-center. Definitions for each setting type are provided in Appendix C.

[37] This document can be found online at: https://www.icommutesd.com/docs/default-source/planning/tool-design-document_final_7-17-19.pdf?sfvrsn=ec39eb3b_2

APN 4064-023-018/4064-023-034/4064-030-019

Project VMT must be reduced from 15.12 VMT per employee to 14.65 VMT per employee, representing a 3.1% decrease. Individual TDM measures are sufficient to achieve this reduction, as provided below:

- Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge.
    - To achieve the necessary 3.1% reduction, a minimum of 84% of employees must be subject to a $2 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
    - To achieve the necessary 3.1% reduction, the program must be made available to a minimum of 31% of employees.
- Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program.
    - To achieve the necessary 3.1% reduction, the program must be made available to a minimum of 60% of employees.
    - This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.
- Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program.
    - To achieve the necessary 3.1% reduction, the program must be made available to a minimum of 78% of employees.

It should be noted that the Price Workplace Parking measure should be complemented by other measures to prevent employee parking spillover onto adjacent streets or residential areas.

Based on the available mitigation measures outlined above, VMT mitigation measures could be applied to amenity hotels at these sites to reduce the significant Project impact and significant cumulative impact to a less than significant level.

APN 6106-027-039/6106-027-028/6106-030-011

Project VMT must be reduced from 15.72 VMT per employee to 14.65 VMT per employee, representing a 6.8% decrease. The following individual TDM measures are sufficient to achieve this reduction:

- Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge.
    - To achieve the necessary 6.8% reduction, a minimum of 100% of employees must be subject to a $6 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.

- To achieve the necessary 3.1% reduction, the program must be made available to a minimum of 68% of employees.

It should be noted that the Price Workplace Parking measure should be complemented by other measures to prevent employee parking spillover onto adjacent streets or residential areas.

The following combination of measures can also achieve the necessary 6.8% VMT reduction:

- Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

Based on the available mitigation measures outlined above, VMT mitigation measures could be applied to amenity hotels at these sites to reduce the significant Project impact and significant cumulative impact to a less than significant level. Therefore, with implementation of Mitigation Measures TRA-1 and TRA-2, which would require implementation of TDM measures, Project and cumulative impacts would be reduced to a less than significant level.

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

Implementation of Mitigation Measures TRA-1 and TRA-2 and compliance with the City of Gardena Municipal Code, would reduce potential VMT impacts associated with the Project to less than significant.

Mitigation Measures:

TRA-1 The hotel operator of an amenity hotel on APN 4064-023-018, APN 4064-023-034, or APN 4064-030-019 shall implement at least one of the following VMT reduction measures:

- Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge.
  - To achieve the necessary 3.1% reduction, a minimum of 84% of employees shall be subject to a $2 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 31% of employees.
- Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 60% of employees.

- This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

- Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 78% of employees.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of one of the VMT reduction measures shall be provided annually to the City of Gardena Community Development Department.

TRA-2 The hotel operator of an amenity hotel on APN 6106-027-039, 6106-027-028, or 6106-030-011 shall implement at least one of the following VMT reduction measures or combination of measures:

- Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge.
  - To achieve the necessary 6.8% reduction, a minimum of 100% of employees shall be subject to a $6 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 68% of employees.

The following combination of measures can also achieve the necessary 6.8% VMT reduction:

- Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of at least one of the VMT reduction measures or combination of measures specifically identified shall be provided annually to the City of Gardena Community Development Department.

TRA-3 If an amenity hotel is proposed on a site meeting the conditions for an amenity hotel that was not analyzed by the *Hotel Development Standards General Plan & Zoning Code Amendment Project Transportation Memorandum*, prepared by Kittelson & Associates, dated December 9, 2020, the applicant of the proposed development shall prepare a Vehicle Miles of Travel (VMT) analysis in compliance with the City of Gardena SB 743 Implementation Transportation Analysis Updates in effect at that time for review and approval by the City of Gardena Community Development

Department. The applicant shall be required to implement mitigation measures required to reduce potential VMT impacts.

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

Less Than Significant Impact. The proposed amendments to the General Plan and Zoning Code would not change development standards or requirements that would substantially increase hazards due to a geometric design feature. The clean-up language to the Zoning Code involves permitted uses in the C-3 zone to accurately reflect uses that occur and are permitted within the City; the proposed revisions would not introduce new or incompatible uses within the C-3 zone.

As stated, the proposed General Plan and Zoning Code amendments do not involve site-specific development; however, the City anticipates up to four amenity hotels could be accommodated on arterials and major collector streets within the C-2, C-4, M-1, and M-2 zones. Development of parcels with amenity hotels are not anticipated to involve significant modifications to roadways or intersections. Development of a site with an amenity hotel would be reviewed by the City to ensure adequate ingress and egress would be provided and site distance standards would be implemented. Further, development within one of the four identified zones would not introduce incompatible uses. Hotels and motels are currently allowed within these zones with approval of a Conditional Use Permit (CUP). Although amenity hotels would not require a CUP, they would be required to comply with the property development standards established by the Gardena Municipal Code specific to the zone in which the site is located. Property development standards have been established to ensure the development is consistent and compatible with surrounding uses and also takes into consideration the site's specific location, such as its proximity to residentially-zoned properties. Thus, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would allow for the development of amenity hotels along arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. Most arterials and major collector streets serve as a primary evacuation and emergency access routes within and out of the City. Future development of amenity hotels is not anticipated to result in the modification of roadways surrounding the specific development site or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would be required to occur within the boundaries of the development site and would not interfere with circulation along adjacent or any other nearby roadways.

As site-specific development is not currently proposed, it is unknown if development of an amenity hotel would involve the removal of existing driveways or the construction of new driveways or any associated improvements, such as curb, gutter, and sidewalks. The applicant of any proposed development would be required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes prior to the issuance of a building permit. The Los Angeles County Fire Department (LACFD) would

review the proposed development for access requirements, minimum driveway widths, fire apparatus access roads, fire lanes, signage, access devices and gates, access walkways, among other requirements to ensure adequate emergency access would be provided to and within the site. The proposed development would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that construction and operation would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.18 Tribal Cultural Resources

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

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

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

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

Less Than Significant Impact with Mitigation Incorporated. Assembly Bill (AB) 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources", which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources". AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

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

In compliance with both AB 52 and SB 18, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52 and those on the NAHC's list for Tribal Consultation under SB 18; refer to Appendix B. At the time this Initial Study was made available for public review, the City had not received any request for formal consultation. However, the Gabrieleno Band of Mission Indians – Kizh Nation requested consultation for any and all future projects. Mitigation Measure TCR-1 has been included to ensure the Tribe is notified of any future amenity hotel developments and provided the opportunity for consultation at that time.

Site-specific development is not currently proposed. As previously stated, the Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City.

As discussed in Response 4.5 (b), recovery of significant archaeological resources is unlikely due to the extensive grading and development that has occurred within the City. In addition, the records searches conducted specific to the 1108 W. 141st Street site indicated that no archaeological or tribal cultural resources have been previously recorded within the area and the potential for prehistoric or historic resource deposits within the site is considered to be low. However, there is the potential for future development of an amenity hotel to affect previously unidentified cultural or tribal cultural resources.

If as part of future development activities, evidence of potential subsurface cultural or tribal cultural resources is found during ground disturbing activities, Condition of Approval (COA) CUL-1 would require construction work to halt until a qualified archaeologist can evaluate the find and if determined to be a "historical resource" or "unique archaeological resource", implementation of avoidance measures or

appropriate mitigation would be required. With implementation of COA CUL-1 and Mitigation Measure TCR-1, potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures:

TCR-1 Within 14 days of determining that an application for an amenity hotel project is complete, the City of Gardena Community Development Department shall provide notification to the designated contact for the Gabrieleno Band of Mission Indians – Kizh Nation, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the Tribe has 30 days to request consultation.

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4.19 Utilities and Service Systems

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

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

Less Than Significant Impact. As previously stated, the Project proposes to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide language to the General Plan Land Use Plan regarding increased FARs allowed under the Zoning Code for specific uses or zones, and to provide other minor clean-up language to the Zoning Code. Although the proposed General Plan and Zoning Code amendments do not involve site-specific development, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones of the City.

Water

The City is within the service area of Golden State Water Company (GSWC). Potential development of amenity hotels may require installation of new or upgraded water lines within the specific site and connections to existing water mains within the surrounding roadways. The environmental analysis within this IS/MND accounts for likely construction activities for potential amenity hotel developments. The extension of on-site water lines to connect to existing mainlines would not cause a significant environmental effect that cannot be mitigated to a less than significant impact. Development would be required to comply with regulatory requirements and mitigation measures identified within this Initial Study. Impacts would be less than significant.

Refer to Response 4.19 (b) regarding water supply.

Wastewater and Wastewater Treatment

Potential development of amenity hotels may require the installation of new or upgraded sewer lines within the specific site and connections to existing sewer mains within the surrounding roadways. The environmental analysis within this IS/MND accounts for likely construction activities for potential amenity hotel developments. The extension of on-site wastewater lines to connect to existing mainlines would not cause a significant environmental effect. Impacts would be less than significant.

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

Stormwater Drainage

Development of amenity hotels would be allowed on parcels on arterials and major collector streets within the C-3, C-4, M-1, and M-2 zones of the City. As discussed in Response 4.10 (c)(4), most of these sites are paved and it is not anticipated that development of the sites would increase stormwater runoff beyond existing conditions. However, site-specific development would be required to comply with all Gardena Municipal Code requirements for site drainage and water quality; refer to Response 4.10 (a). The applicant of a specific amenity hotel development would be required to demonstrate that the amount of stormwater runoff associated with the proposed development would not be increased beyond existing conditions and that adequate capacity would be available within the City's existing storm drain system. The environmental analysis within this IS/MND accounts for likely construction activities for potential amenity hotel developments. The potential on-site storm drain and water quality facilities would not cause a significant environmental effect. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

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

The Project's anticipated electricity demand would be approximately 6,089 MWh per year. The Project's anticipated natural gas demand would be approximately 236,756 therms per year; refer to Section 4.6, Energy, regarding an analysis of the Project's energy use. The Project would connect to existing electrical, natural gas, and telecommunications infrastructure, and no off-site improvements are proposed. The potential environmental effects associated with the Project's energy demand are analyzed within this Initial Study and impacts have been determined to be less than significant. Thus, the proposed Project

would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Golden State Water Company (GSWC) supplies water to the City of Gardena. GSWC's 2015 Urban Water Management Plan - Southwest (UWMP) Tables 7-2, 7-3, and 7-4 indicate water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2040. UWMP water demand forecasts are based on adopted General Plans.

As stated, the proposed General Plan and Zoning Code amendments do not involve site-specific development; however, the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated within the C-3, C-4, M-1, and M-2 zones of the City. Development of sites within the C-3, C-4, M-1, and M-2 zones has been anticipated by the General Plan. Development of up to four amenity hotels would not result in a substantial direct increase in the City's population, as residential uses would not occur. Further, as discussed in Section 4.14, Population and Housing, the jobs that are forecast to be generated by the potential amenity hotels would be within the growth projections associated with the development of non-residential uses anticipated by the General Plan and SCAG's 2016-2040 RTP/SCS. Thus, the Project would not increase growth beyond what was anticipated in the UWMP.

As discussed in Response 4.10 (e), the Project's water demand would total approximately 43.9 acre-feet per year (AFY), which would be within the growth anticipated by the UWMP. Project impacts concerning water demand would be less than significant. Further, GSWC provides conservation programs along with incentives to conserve water in the City. Although the GSWC service area population is expected to increase, according to the UWMP, the overall baseline potable demand in acre-feet per year (AFY) is expected to decrease due to further water use efficiency and recycled water programs.

Mitigation Measures: Less Than Significant Impact.

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

Less Than Significant Impact.

WASTEWATER GENERATION

The environmental analysis anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated within the C-3, C-4, M-1, and M-2 zones of the City. Some of the potential sites currently generate wastewater requiring conveyance and treatment. Potential development of amenity hotels may require the installation of new or expanded wastewater lines within the specific site and connections to existing sewer mains within the surrounding roadways. Gardena Municipal Code Chapter 13.24, *Sewer Connection Charges*, requires new buildings to pay a fee and obtain a sewer connection

permit to connect to a public sewer. Section 13.24.050, *Determination of capacity*, states that the City Engineer will determine the necessary capacity required by each public sewer to efficiently provide proper sewage collection throughout the City and a building permit will not be issued for a proposed development if it is determined that the anticipated sewage discharge generated by the proposed development would exceed the capacity in the existing sewer system. Building plans would be required to be submitted to the City Engineer to calculate the peak flow sewage discharged to the sanitary sewers. Thus, development of an amenity hotel would not be allowed if adequate capacity was not available or provided as part of the proposed development to serve the wastewater generation. Compliance with the City's established regulatory framework, would ensure adequate capacity would be available to serve the potential development and impacts would be less than significant.

WASTEWATER TREATMENT

Wastewater generated by amenity hotel uses would be treated at LACSD's Joint Water Pollution Control Plant located in the City of Carson. The Plant has a capacity of 400 million gallons per day (mgd) and treats approximately 260 mgd of wastewater.[38] The design capacities of LACSD's facilities are based on the regional growth forecast adopted by SCAG. Expansion of LACSD's facilities must be sized and their service phased in a manner that is consistent with the SCAG regional growth forecast. Because SCAG growth projections are based in part on growth identified in local General Plans, growth associated with development in accordance with the General Plan land use designations and has been anticipated by the growth forecasts. The Project would not amend the City's current land use map.

Hotels and motels are allowed uses within the C-3, C-4, M-1, and M-2 zones with approval of a Conditional Use Permit (CUP). Although the Project would not require a CUP for the development of amenity hotels, the Gardena General Plan anticipates development within the City under buildout conditions, which includes development of all sites within the City. As discussed in Section 4.14, Population and Housing, the jobs that are forecast to be generated by the potential amenity hotels would be within the growth projections associated with the development of non-residential uses anticipated by the General Plan and SCAG's 2016-2040 RTP/SCS. Further, LACSD are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is used by the Districts to upgrade or expand the Sewerage System. Payment of a connection fee would be required before any development would be permitted to discharge to the Districts' Sewerage System. Thus, adequate wastewater treatment would be available to serve the potential hotel and restaurant and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[38] Los Angeles County Sanitation Districts, Facilities, Joint Water Pollution Control Plant, Facilities (lacsd.org), accessed December 8, 2020.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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

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

State law requires a 65 percent diversion rate for construction and demolition projects. Gardena Municipal Code Chapter 8.20, *Solid Waste and Recyclable Collection and Disposal*, addresses solid waste disposal, including requirements for construction and demolition projects. In accordance with Gardena Municipal Code Section 8.20.060, *Solid waste disposal and diversion*, each construction and demolition project for which a building and/or demolition permit is applied for and approved must achieve the waste diversion performance standard or show a good faith effort to achieve that standard. Compliance with the Gardena Municipal Code would achieve compliance with State law.

Future development of amenity hotels could increase solid waste disposal demands over existing conditions. Solid waste within the City is primarily disposed of at the Chiquita Canyon Sanitary Landfill located at located at 29201 Henry Mayo Drive, Castaic. In 2019, approximately 72 percent of solid waste from Gardena was disposed of at the Chiquita Canyon Sanitary Landfill; the Sunshine Canyon City/County Landfill and the El Sobrante Landfill received approximately 5.1 and 8.5 percent of solid waste from Gardena, respectively.[39] Chiquita Canyon Sanitary Landfill has a maximum permitted throughput of 12,000 tons per day. The facility's maximum capacity is 110,366,000 cubic yards and has a remaining capacity of 60,408,000 cubic yards.[40] It is anticipated that Chiquita Canyon Sanitary Landfill would continue to receive a majority of the solid waste from the City. Solid waste generated from the Project could be accommodated at the Chiquita Canyon Sanitary Landfill or a combination of the disposal facilities currently receive solid waste for disposal from the City.

The City has a per capita disposal rate target of 8.0 pounds per person per day. Since 2012, the City has met this target through its diversion programs with the most recent disposal rate (2018) of 7.5 pounds per person per day.[41] The City would continue to implement its diversion programs and require compliance with all federal, State and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards and in compliance with AB 939. Thus, the proposed Project would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

[39] CalRecycle, Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility, Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility (ca.gov), accessed December 8, 2020.
[40] CalRecycle, SWIS Facility/Site Activity Details, Chiquita Canyon Sanitary Landfill (19-AA-0052), SWIS Facility/Site Activity Details (ca.gov), accessed December 8, 2020.
[41] CalRecycle, Jurisdiction Review Reports, Jurisdiction Review Reports (ca.gov), accessed December 8, 2020.

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4.20 Wildfire

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the Cal Fire Hazard Severity Zone Map, the City of Gardena is not located within a State Responsibility Area (SRA), nor is the City located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).[42] Any future development would be required to comply with all City and LACFD requirements for fire prevention and safety measures, including site access.

The proposed Project would allow for the development of amenity hotels along arterials and major collector streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2) zones. Most arterials and major collector streets serve as a primary evacuation and emergency access routes within and out of the City. Future development of amenity hotels is not anticipated to result in the modification of roadways surrounding the specific development site or the placement of any permanent physical barriers on adjacent roadways. There is the potential that traffic lanes located immediately adjacent to a development site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the traffic authority in accordance with Gardena Municipal Code Section 13.56.430, *Road closure or interference with highway use*. However, this would be temporary and emergency access to the

[42] Cal Fire, *Fire Hazard Severity Zones Maps*, Welcome to Fire Hazard Severity Zones Maps (ca.gov) accessed December 4, 2020.

site and surrounding area would be required to be maintained at all times. Additionally, all construction staging would be required to occur within the boundaries of the development site and would not interfere with circulation along adjacent or any other nearby roadways. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As discussed above, the City is not located within a SRA and is not located within a VHFHSZ within a LRA. The City and surrounding area relatively flat and do not contain any slopes or features that would exacerbate wildfire risks. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. As discussed above, the City is not located within a SRA and is not located within a VHFHSZ within a LRA. The City of Gardena is an urbanized area and potential development sites are surrounded by existing development and associated infrastructure. The development of amenity hotels would not require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Mitigation Measures: No mitigation measures are required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As discussed above, the City is not located within a SRA and is not located within a VHFHSZ within a LRA. Further, the City and surrounding area are relatively flat. The Project would not expose people or structures to significant risk associated with wildfires.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

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

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

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to substantially degrade the quality of the environmental or result in significant environmental impacts that cannot be reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures and standard conditions of approval.

As discussed in Section 4.4, Biological Resources, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Future amenity hotel developments would be required to implement Mitigation Measure BIO-1, as applicable, to address the potential for nesting migratory birds within the

trees proposed to be removed as part of the specific site development, which would reduce potential impacts to a less than significant level.

As discussed in Section 4.5, Cultural Resources, the Project would not eliminate important examples of the major periods of California history or prehistory. As also concluded in Section 4.5 and Section 4.18, Tribal Cultural Resources, the Project is not anticipated to result in impacts to known cultural or tribal cultural resources. However, in the unlikely event that buried resources are encountered during ground disturbance activities, Condition of Approval (COA) CUL-1 would ensure activities in the vicinity of the find are halted and appropriate evaluation and treatment of any potential resources occurs.

The Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with the implementation of mitigation.

Mitigation Measures: No additional mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts with implementation of Project mitigation measures. Implementation of standard conditions and mitigation measures at the Project-level would reduce the potential for the incremental effects of the proposed Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

Mitigation Measures: No additional mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The Project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures: No additional mitigation measures are required.

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Appendix A
Air Quality/Energy/Greenhouse Gas Emissions Data

City of Gardena - Hotel Development MND

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	5.00	1000sqft	0.11	5,000.00	0
Hotel	450.00	Room	8.00	653,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	576.36	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity factor adjusted to reflect more recent RPS value (note: CalEEMod default factor is from 2012) - factor reduced by 17.9% based on change in eligible renewables from 22% in 2013 to 36% 2018 [702.44 -> 576.36]

Land Use - Land Uses: 450 hotel rooms + 5,000 sf of fast food restaurant.

Construction Phase - Construction schedule estimated based on project size.

Off-road Equipment -

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment -

Trips and VMT - Default values used for construction phase trips.

Demolition -

Grading - No material import/export anticipated. Total acres graded would equal total land area modeled (8 acres).

Vehicle Trips - 8.36 trips per dwelling unit for hotel (Hotel - ITE Code 310), and 470.95 trips per ksf of fast food, as provided by the Traffic Study prepared by Kittelson & Associates, Inc.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times daily; Unpaved Road Mitigation (Moisture Content at 12%; Vehicle Speed 15 MPH); Soil Stabilizer for Unpaved Roads (30% reductions); Replace Ground Cover of Area Disturbed (15% reduction).

Mobile Land Use Mitigation -

Mobile Commute Mitigation - VMT mitigation included to reflect the requirements to reduce VMT by 3.1%, as provided in the traffic study. Equivalent to Workplace Parking Charge (100% eligible, daily parking charge of $2).

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	150.00
tblGrading	AcresOfGrading	10.00	8.00
tblLandUse	LotAcreage	15.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	576.36
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	8.19	8.36
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	5.95	8.36
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4136	3.5847	3.5069	9.6600e-003	0.5587	0.1304	0.6891	0.1922	0.1222	0.3144	0.0000	878.6712	878.6712	0.1006	0.0000	881.1862
2022	3.1173	0.4159	0.6320	1.4900e-003	0.0729	0.0182	0.0910	0.0195	0.0173	0.0368	0.0000	133.1604	133.1604	0.0144	0.0000	133.5190
Maximum	**3.1173**	**3.5847**	**3.5069**	**9.6600e-003**	**0.5587**	**0.1304**	**0.6891**	**0.1922**	**0.1222**	**0.3144**	**0.0000**	**878.6712**	**878.6712**	**0.1006**	**0.0000**	**881.1862**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.4136	3.5846	3.5069	9.6600e-003	0.4552	0.1304	0.5857	0.1366	0.1222	0.2587	0.0000	878.6709	878.6709	0.1006	0.0000	881.1859
2022	3.1173	0.4159	0.6320	1.4900e-003	0.0729	0.0182	0.0910	0.0195	0.0173	0.0368	0.0000	133.1603	133.1603	0.0144	0.0000	133.5190
Maximum	**3.1173**	**3.5846**	**3.5069**	**9.6600e-003**	**0.4552**	**0.1304**	**0.5857**	**0.1366**	**0.1222**	**0.2587**	**0.0000**	**878.6709**	**878.6709**	**0.1006**	**0.0000**	**881.1859**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**16.38**	**0.00**	**13.26**	**26.28**	**0.00**	**15.84**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-22-2021	4-21-2021	1.0474	1.0474
2	4-22-2021	7-21-2021	1.0449	1.0449
3	7-22-2021	10-21-2021	1.0580	1.0580
4	10-22-2021	1-21-2022	1.0369	1.0369
5	1-22-2022	4-21-2022	1.0797	1.0797
6	4-22-2022	7-21-2022	1.3868	1.3868
7	7-22-2022	9-30-2022	0.8534	0.8534
		Highest	1.3868	1.3868

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6848	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120
Energy	0.1277	1.1606	0.9749	6.9600e-003		0.0882	0.0882		0.0882	0.0882	0.0000	2,855.3156	2,855.3156	0.1043	0.0397	2,869.7643
Mobile	1.4980	7.2788	16.3883	0.0549	4.3476	0.0470	4.3946	1.1654	0.0438	1.2092	0.0000	5,072.3618	5,072.3618	0.2813	0.0000	5,079.3929
Waste						0.0000	0.0000		0.0000	0.0000	61.7032	0.0000	61.7032	3.6466	0.0000	152.8670
Water						0.0000	0.0000		0.0000	0.0000	4.1030	47.9897	52.0927	0.4238	0.0105	65.8025
Total	**4.3105**	**8.4394**	**17.3690**	**0.0618**	**4.3476**	**0.1352**	**4.4828**	**1.1654**	**0.1320**	**1.2974**	**65.8061**	**7,975.6783**	**8,041.4844**	**4.4560**	**0.0502**	**8,167.8386**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.6848	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120
Energy	0.1277	1.1606	0.9749	6.9600e-003		0.0882	0.0882		0.0882	0.0882	0.0000	2,855.3156	2,855.3156	0.1043	0.0397	2,869.7643
Mobile	1.4823	7.1726	16.0066	0.0533	4.2093	0.0457	4.2550	1.1283	0.0426	1.1709	0.0000	4,926.0995	4,926.0995	0.2745	0.0000	4,932.9623
Waste						0.0000	0.0000		0.0000	0.0000	61.7032	0.0000	61.7032	3.6466	0.0000	152.8670
Water						0.0000	0.0000		0.0000	0.0000	4.1030	47.9897	52.0927	0.4238	0.0105	65.8025
Total	**4.2948**	**8.3333**	**16.9873**	**0.0602**	**4.2093**	**0.1339**	**4.3432**	**1.1283**	**0.1308**	**1.2591**	**65.8061**	**7,829.4160**	**7,895.2221**	**4.4492**	**0.0502**	**8,021.4081**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.26**	**2.20**	**2.56**	**3.18**	**0.95**	**3.11**	**3.18**	**0.91**	**2.95**	**0.00**	**1.83**	**1.82**	**0.15**	**0.00**	**1.79**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/22/2021	2/4/2021	5	10	
2	Grading	Grading	2/5/2021	3/4/2021	5	20	
3	Building Construction	Building Construction	3/5/2021	1/20/2022	5	230	
4	Paving	Paving	1/21/2022	2/17/2022	5	20	
5	Architectural Coating	Architectural Coating	2/18/2022	9/15/2022	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 987,600; Non-Residential Outdoor: 329,200; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	277.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0903**	**0.0102**	**0.1006**	**0.0497**	**9.4000e-003**	**0.0591**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.0000e-004	3.4000e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8900	0.8900	3.0000e-005	0.0000	0.8907
Total	**3.9000e-004**	**3.0000e-004**	**3.4000e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8900**	**0.8900**	**3.0000e-005**	**0.0000**	**0.8907**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0299	0.0000	0.0299	0.0165	0.0000	0.0165	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0299**	**0.0102**	**0.0402**	**0.0165**	**9.4000e-003**	**0.0259**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.0000e-004	3.4000e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8900	0.8900	3.0000e-005	0.0000	0.8907
Total	**3.9000e-004**	**3.0000e-004**	**3.4000e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8900**	**0.8900**	**3.0000e-005**	**0.0000**	**0.8907**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0645	0.0000	0.0645	0.0336	0.0000	0.0336	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0645**	**0.0116**	**0.0761**	**0.0336**	**0.0107**	**0.0442**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2644**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	**6.5000e-004**	**5.0000e-004**	**5.6700e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4834**	**1.4834**	**4.0000e-005**	**0.0000**	**1.4845**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0214	0.0000	0.0214	0.0111	0.0000	0.0111	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	**0.0229**	**0.2474**	**0.1586**	**3.0000e-004**	**0.0214**	**0.0116**	**0.0330**	**0.0111**	**0.0107**	**0.0218**	**0.0000**	**26.0537**	**26.0537**	**8.4300e-003**	**0.0000**	**26.2643**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	5.0000e-004	5.6700e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4834	1.4834	4.0000e-005	0.0000	1.4845
Total	**6.5000e-004**	**5.0000e-004**	**5.6700e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4834**	**1.4834**	**4.0000e-005**	**0.0000**	**1.4845**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2053	1.8827	1.7901	2.9100e-003		0.1035	0.1035		0.0973	0.0973	0.0000	250.1683	250.1683	0.0604	0.0000	251.6771
Total	**0.2053**	**1.8827**	**1.7901**	**2.9100e-003**		**0.1035**	**0.1035**		**0.0973**	**0.0973**	**0.0000**	**250.1683**	**250.1683**	**0.0604**	**0.0000**	**251.6771**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0362	1.1511	0.3121	2.9700e-003	0.0735	2.3500e-003	0.0758	0.0212	2.2400e-003	0.0235	0.0000	287.5136	287.5136	0.0176	0.0000	287.9545
Worker	0.1287	0.1002	1.1313	3.2700e-003	0.3278	2.7000e-003	0.3305	0.0871	2.4900e-003	0.0896	0.0000	295.8444	295.8444	8.7100e-003	0.0000	296.0621
Total	**0.1649**	**1.2513**	**1.4434**	**6.2400e-003**	**0.4013**	**5.0500e-003**	**0.4063**	**0.1083**	**4.7300e-003**	**0.1130**	**0.0000**	**583.3580**	**583.3580**	**0.0264**	**0.0000**	**584.0166**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2053	1.8827	1.7901	2.9100e-003		0.1035	0.1035		0.0973	0.0973	0.0000	250.1680	250.1680	0.0604	0.0000	251.6768
Total	**0.2053**	**1.8827**	**1.7901**	**2.9100e-003**		**0.1035**	**0.1035**		**0.0973**	**0.0973**	**0.0000**	**250.1680**	**250.1680**	**0.0604**	**0.0000**	**251.6768**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0362	1.1511	0.3121	2.9700e-003	0.0735	2.3500e-003	0.0758	0.0212	2.2400e-003	0.0235	0.0000	287.5136	287.5136	0.0176	0.0000	287.9545
Worker	0.1287	0.1002	1.1313	3.2700e-003	0.3278	2.7000e-003	0.3305	0.0871	2.4900e-003	0.0896	0.0000	295.8444	295.8444	8.7100e-003	0.0000	296.0621
Total	**0.1649**	**1.2513**	**1.4434**	**6.2400e-003**	**0.4013**	**5.0500e-003**	**0.4063**	**0.1083**	**4.7300e-003**	**0.1130**	**0.0000**	**583.3580**	**583.3580**	**0.0264**	**0.0000**	**584.0166**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1093	0.1145	1.9000e-004		5.6600e-003	5.6600e-003		5.3300e-003	5.3300e-003	0.0000	16.2208	16.2208	3.8900e-003	0.0000	16.3179
Total	**0.0119**	**0.1093**	**0.1145**	**1.9000e-004**		**5.6600e-003**	**5.6600e-003**		**5.3300e-003**	**5.3300e-003**	**0.0000**	**16.2208**	**16.2208**	**3.8900e-003**	**0.0000**	**16.3179**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0709	0.0191	1.9000e-004	4.7600e-003	1.3000e-004	4.9000e-003	1.3700e-003	1.3000e-004	1.5000e-003	0.0000	18.4715	18.4715	1.1000e-003	0.0000	18.4991
Worker	7.8200e-003	5.8700e-003	0.0676	2.0000e-004	0.0213	1.7000e-004	0.0214	5.6400e-003	1.6000e-004	5.8000e-003	0.0000	18.5011	18.5011	5.1000e-004	0.0000	18.5138
Total	**0.0100**	**0.0768**	**0.0867**	**3.9000e-004**	**0.0260**	**3.0000e-004**	**0.0263**	**7.0100e-003**	**2.9000e-004**	**7.3000e-003**	**0.0000**	**36.9725**	**36.9725**	**1.6100e-003**	**0.0000**	**37.0129**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0119	0.1093	0.1145	1.9000e-004		5.6600e-003	5.6600e-003		5.3300e-003	5.3300e-003	0.0000	16.2208	16.2208	3.8900e-003	0.0000	16.3179
Total	**0.0119**	**0.1093**	**0.1145**	**1.9000e-004**		**5.6600e-003**	**5.6600e-003**		**5.3300e-003**	**5.3300e-003**	**0.0000**	**16.2208**	**16.2208**	**3.8900e-003**	**0.0000**	**16.3179**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2000e-003	0.0709	0.0191	1.9000e-004	4.7600e-003	1.3000e-004	4.9000e-003	1.3700e-003	1.3000e-004	1.5000e-003	0.0000	18.4715	18.4715	1.1000e-003	0.0000	18.4991
Worker	7.8200e-003	5.8700e-003	0.0676	2.0000e-004	0.0213	1.7000e-004	0.0214	5.6400e-003	1.6000e-004	5.8000e-003	0.0000	18.5011	18.5011	5.1000e-004	0.0000	18.5138
Total	**0.0100**	**0.0768**	**0.0867**	**3.9000e-004**	**0.0260**	**3.0000e-004**	**0.0263**	**7.0100e-003**	**2.9000e-004**	**7.3000e-003**	**0.0000**	**36.9725**	**36.9725**	**1.6100e-003**	**0.0000**	**37.0129**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0276**	**20.0276**	**6.4800e-003**	**0.0000**	**20.1895**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.5000e-004	5.2300e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4312	1.4312	4.0000e-005	0.0000	1.4322
Total	**6.1000e-004**	**4.5000e-004**	**5.2300e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4312**	**1.4312**	**4.0000e-005**	**0.0000**	**1.4322**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0110**	**0.1113**	**0.1458**	**2.3000e-004**		**5.6800e-003**	**5.6800e-003**		**5.2200e-003**	**5.2200e-003**	**0.0000**	**20.0275**	**20.0275**	**6.4800e-003**	**0.0000**	**20.1895**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	4.5000e-004	5.2300e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4312	1.4312	4.0000e-005	0.0000	1.4322
Total	**6.1000e-004**	**4.5000e-004**	**5.2300e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4312**	**1.4312**	**4.0000e-005**	**0.0000**	**1.4322**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.0517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.1056	0.1360	2.2000e-004		6.1300e-003	6.1300e-003		6.1300e-003	6.1300e-003	0.0000	19.1494	19.1494	1.2500e-003	0.0000	19.1806
Total	**3.0670**	**0.1056**	**0.1360**	**2.2000e-004**		**6.1300e-003**	**6.1300e-003**		**6.1300e-003**	**6.1300e-003**	**0.0000**	**19.1494**	**19.1494**	**1.2500e-003**	**0.0000**	**19.1806**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0166	0.0125	0.1437	4.4000e-004	0.0452	3.6000e-004	0.0456	0.0120	3.3000e-004	0.0123	0.0000	39.3589	39.3589	1.0800e-003	0.0000	39.3860
Total	**0.0166**	**0.0125**	**0.1437**	**4.4000e-004**	**0.0452**	**3.6000e-004**	**0.0456**	**0.0120**	**3.3000e-004**	**0.0123**	**0.0000**	**39.3589**	**39.3589**	**1.0800e-003**	**0.0000**	**39.3860**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.0517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0153	0.1056	0.1360	2.2000e-004		6.1300e-003	6.1300e-003		6.1300e-003	6.1300e-003	0.0000	19.1494	19.1494	1.2500e-003	0.0000	19.1806
Total	**3.0670**	**0.1056**	**0.1360**	**2.2000e-004**		**6.1300e-003**	**6.1300e-003**		**6.1300e-003**	**6.1300e-003**	**0.0000**	**19.1494**	**19.1494**	**1.2500e-003**	**0.0000**	**19.1806**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0166	0.0125	0.1437	4.4000e-004	0.0452	3.6000e-004	0.0456	0.0120	3.3000e-004	0.0123	0.0000	39.3589	39.3589	1.0800e-003	0.0000	39.3860
Total	**0.0166**	**0.0125**	**0.1437**	**4.4000e-004**	**0.0452**	**3.6000e-004**	**0.0456**	**0.0120**	**3.3000e-004**	**0.0123**	**0.0000**	**39.3589**	**39.3589**	**1.0800e-003**	**0.0000**	**39.3860**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Workplace Parking Charge

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4823	7.1726	16.0066	0.0533	4.2093	0.0457	4.2550	1.1283	0.0426	1.1709	0.0000	4,926.0995	4,926.0995	0.2745	0.0000	4,932.9623
Unmitigated	1.4980	7.2788	16.3883	0.0549	4.3476	0.0470	4.3946	1.1654	0.0438	1.2092	0.0000	5,072.3618	5,072.3618	0.2813	0.0000	5,079.3929

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	2,354.75	2,354.75	2354.75	2,478,110	2,400,961
Hotel	3,762.00	3,762.00	3762.00	8,976,776	8,689,509
Total	6,116.75	6,116.75	6,116.75	11,454,885	11,090,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Hotel	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,591.8980	1,591.8980	0.0801	0.0166	1,598.8389
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,591.8980	1,591.8980	0.0801	0.0166	1,598.8389
NaturalGas Mitigated	0.1277	1.1606	0.9749	6.9600e-003		0.0882	0.0882		0.0882	0.0882	0.0000	1,263.4175	1,263.4175	0.0242	0.0232	1,270.9254
NaturalGas Unmitigated	0.1277	1.1606	0.9749	6.9600e-003		0.0882	0.0882		0.0882	0.0882	0.0000	1,263.4175	1,263.4175	0.0242	0.0232	1,270.9254

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.2966e+006	6.9900e-003	0.0636	0.0534	3.8000e-004		4.8300e-003	4.8300e-003		4.8300e-003	4.8300e-003	0.0000	69.1915	69.1915	1.3300e-003	1.2700e-003	69.6027
Hotel	2.2379e+007	0.1207	1.0970	0.9215	6.5800e-003		0.0834	0.0834		0.0834	0.0834	0.0000	1,194.2260	1,194.2260	0.0229	0.0219	1,201.3227
Total		**0.1277**	**1.1606**	**0.9749**	**6.9600e-003**		**0.0882**	**0.0882**		**0.0882**	**0.0882**	**0.0000**	**1,263.4175**	**1,263.4175**	**0.0242**	**0.0232**	**1,270.9254**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Fast Food Restaurant with Drive Thru	1.2966e+006	6.9900e-003	0.0636	0.0534	3.8000e-004		4.8300e-003	4.8300e-003		4.8300e-003	4.8300e-003	0.0000	69.1915	69.1915	1.3300e-003	1.2700e-003	69.6027
Hotel	2.2379e+007	0.1207	1.0970	0.9215	6.5800e-003		0.0834	0.0834		0.0834	0.0834	0.0000	1,194.2260	1,194.2260	0.0229	0.0219	1,201.3227
Total		**0.1277**	**1.1606**	**0.9749**	**6.9600e-003**		**0.0882**	**0.0882**		**0.0882**	**0.0882**	**0.0000**	**1,263.4175**	**1,263.4175**	**0.0242**	**0.0232**	**1,270.9254**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	182400	47.6853	2.4000e-003	5.0000e-004	47.8932
Hotel	5.90674e+006	1,544.2128	0.0777	0.0161	1,550.9457
Total		**1,591.8980**	**0.0801**	**0.0166**	**1,598.8389**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Fast Food Restaurant with Drive Thru	182400	47.6853	2.4000e-003	5.0000e-004	47.8932
Hotel	5.90674e+006	1,544.2128	0.0777	0.0161	1,550.9457
Total		**1,591.8980**	**0.0801**	**0.0166**	**1,598.8389**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.6848	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120
Unmitigated	2.6848	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3052					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120
Total	**2.6848**	**5.0000e-005**	**5.8200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0113**	**0.0113**	**3.0000e-005**	**0.0000**	**0.0120**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3052					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.3791					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.4000e-004	5.0000e-005	5.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.0113	0.0113	3.0000e-005	0.0000	0.0120
Total	**2.6848**	**5.0000e-005**	**5.8200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0113**	**0.0113**	**3.0000e-005**	**0.0000**	**0.0120**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	52.0927	0.4238	0.0105	65.8025
Unmitigated	52.0927	0.4238	0.0105	65.8025

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.51767 / 0.0968725	5.9292	0.0497	1.2200e-003	7.5372
Hotel	11.415 / 1.26834	46.1635	0.3741	9.2300e-003	58.2652
Total		**52.0927**	**0.4238**	**0.0105**	**65.8025**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Fast Food Restaurant with Drive Thru	1.51767 / 0.0968725	5.9292	0.0497	1.2200e-003	7.5372
Hotel	11.415 / 1.26834	46.1635	0.3741	9.2300e-003	58.2652
Total		**52.0927**	**0.4238**	**0.0105**	**65.8025**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	61.7032	3.6466	0.0000	152.8670
Unmitigated	61.7032	3.6466	0.0000	152.8670

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	57.59	11.6903	0.6909	0.0000	28.9621
Hotel	246.38	50.0129	2.9557	0.0000	123.9049
Total		**61.7032**	**3.6466**	**0.0000**	**152.8670**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Fast Food Restaurant with Drive Thru	57.59	11.6903	0.6909	0.0000	28.9621
Hotel	246.38	50.0129	2.9557	0.0000	123.9049
Total		**61.7032**	**3.6466**	**0.0000**	**152.8670**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

City of Gardena - Hotel Development MND

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	5.00	1000sqft	0.11	5,000.00	0
Hotel	450.00	Room	8.00	653,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	576.36	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity factor adjusted to reflect more recent RPS value (note: CalEEMod default factor is from 2012) - factor reduced by 17.9% based on change in eligible renewables from 22% in 2013 to 36% 2018 [702.44 -> 576.36]

Land Use - Land Uses: 450 hotel rooms + 5,000 sf of fast food restaurant.

Construction Phase - Construction schedule estimated based on project size.

Off-road Equipment -

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment -

Trips and VMT - Default values used for construction phase trips.

Demolition -

Grading - No material import/export anticipated. Total acres graded would equal total land area modeled (8 acres).

Vehicle Trips - 8.36 trips per dwelling unit for hotel (Hotel - ITE Code 310), and 470.95 trips per ksf of fast food, as provided by the Traffic Study prepared by Kittelson & Associates, Inc.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times daily; Unpaved Road Mitigation (Moisture Content at 12%; Vehicle Speed 15 MPH); Soil Stabilizer for Unpaved Roads (30% reductions); Replace Ground Cover of Area Disturbed (15% reduction).

Mobile Land Use Mitigation -

Mobile Commute Mitigation - VMT mitigation included to reflect the requirements to reduce VMT by 3.1%, as provided in the traffic study. Equivalent to Workplace Parking Charge (100% eligible, daily parking charge of $2).

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	150.00
tblGrading	AcresOfGrading	10.00	8.00
tblLandUse	LotAcreage	15.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	576.36
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	8.19	8.36
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	5.95	8.36
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9653	40.5501	30.4733	0.0864	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	8,676.4672	8,676.4672	1.1981	0.0000	8,698.5636
2022	41.1145	26.3245	29.2504	0.0850	3.7877	0.8520	4.6396	1.0202	0.8014	1.8216	0.0000	8,540.6143	8,540.6143	0.8648	0.0000	8,562.2349
Maximum	**41.1145**	**40.5501**	**30.4733**	**0.0864**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**8,676.4672**	**8,676.4672**	**1.1981**	**0.0000**	**8,698.5636**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9653	40.5501	30.4733	0.0864	6.1902	2.0461	8.2362	3.3454	1.8824	5.2278	0.0000	8,676.4672	8,676.4672	1.1981	0.0000	8,698.5635
2022	41.1145	26.3245	29.2504	0.0850	3.7877	0.8520	4.6396	1.0202	0.8014	1.8216	0.0000	8,540.6143	8,540.6143	0.8648	0.0000	8,562.2349
Maximum	**41.1145**	**40.5501**	**30.4733**	**0.0864**	**6.1902**	**2.0461**	**8.2362**	**3.3454**	**1.8824**	**5.2278**	**0.0000**	**8,676.4672**	**8,676.4672**	**1.1981**	**0.0000**	**8,698.5635**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.76**	**0.00**	**48.40**	**60.33**	**0.00**	**48.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Energy	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
Mobile	8.7571	38.8121	91.7715	0.3125	24.3582	0.2574	24.6156	6.5187	0.2400	6.7586		31,836.5292	31,836.5292	1.7020		31,879.0799
Total	**24.1694**	**45.1718**	**97.1598**	**0.3507**	**24.3582**	**0.7409**	**25.0991**	**6.5187**	**0.7235**	**7.2421**		**39,467.7489**	**39,467.7489**	**1.8486**	**0.1399**	**39,555.6540**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Energy	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
Mobile	8.6694	38.2722	89.5169	0.3035	23.5833	0.2503	23.8336	6.3113	0.2334	6.5447		30,919.0610	30,919.0610	1.6604		30,960.5715
Total	**24.0817**	**44.6319**	**94.9052**	**0.3416**	**23.5833**	**0.7338**	**24.3171**	**6.3113**	**0.7169**	**7.0281**		**38,550.2806**	**38,550.2806**	**1.8069**	**0.1399**	**38,637.1456**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.20**	**2.32**	**2.58**	**3.18**	**0.95**	**3.12**	**3.18**	**0.91**	**2.95**	**0.00**	**2.32**	**2.32**	**2.25**	**0.00**	**2.32**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/22/2021	2/4/2021	5	10	
2	Grading	Grading	2/5/2021	3/4/2021	5	20	
3	Building Construction	Building Construction	3/5/2021	1/20/2022	5	230	
4	Paving	Paving	1/21/2022	2/17/2022	5	20	
5	Architectural Coating	Architectural Coating	2/18/2022	9/15/2022	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 987,600; Non-Residential Outdoor: 329,200; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	277.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**5.9890**	**2.0445**	**8.0334**	**3.2920**	**1.8809**	**5.1729**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1296**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4463	0.0000	6.4463	3.3560	0.0000	3.3560			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.4463**	**1.1599**	**7.6062**	**3.3560**	**1.0671**	**4.4232**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.0643**	**0.0442**	**0.6042**	**1.7100e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2500e-003**	**0.0457**		**170.8155**	**170.8155**	**5.0300e-003**		**170.9413**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1369	0.0000	2.1369	1.1125	0.0000	1.1125			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.1369**	**1.1599**	**3.2969**	**1.1125**	**1.0671**	**2.1796**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.0643**	**0.0442**	**0.6042**	**1.7100e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2500e-003**	**0.0457**		**170.8155**	**170.8155**	**5.0300e-003**		**170.9413**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3283	10.4857	2.7412	0.0278	0.6914	0.0214	0.7129	0.1991	0.0205	0.2196		2,968.7108	2,968.7108	0.1749		2,973.0832
Worker	1.1874	0.8162	11.1568	0.0317	3.0962	0.0250	3.1212	0.8211	0.0231	0.8442		3,154.3925	3,154.3925	0.0929		3,156.7161
Total	**1.5157**	**11.3018**	**13.8981**	**0.0594**	**3.7876**	**0.0465**	**3.8341**	**1.0202**	**0.0436**	**1.0638**		**6,123.1033**	**6,123.1033**	**0.2678**		**6,129.7993**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3283	10.4857	2.7412	0.0278	0.6914	0.0214	0.7129	0.1991	0.0205	0.2196		2,968.7108	2,968.7108	0.1749		2,973.0832
Worker	1.1874	0.8162	11.1568	0.0317	3.0962	0.0250	3.1212	0.8211	0.0231	0.8442		3,154.3925	3,154.3925	0.0929		3,156.7161
Total	**1.5157**	**11.3018**	**13.8981**	**0.0594**	**3.7876**	**0.0465**	**3.8341**	**1.0202**	**0.0436**	**1.0638**		**6,123.1033**	**6,123.1033**	**0.2678**		**6,129.7993**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3081	9.9717	2.5936	0.0275	0.6915	0.0188	0.7102	0.1991	0.0179	0.2170		2,942.8476	2,942.8476	0.1689		2,947.0696
Worker	1.1122	0.7372	10.2934	0.0305	3.0962	0.0242	3.1204	0.8211	0.0223	0.8435		3,043.4331	3,043.4331	0.0840		3,045.5331
Total	**1.4203**	**10.7089**	**12.8870**	**0.0581**	**3.7877**	**0.0430**	**3.8306**	**1.0202**	**0.0403**	**1.0605**		**5,986.2807**	**5,986.2807**	**0.2529**		**5,992.6027**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3081	9.9717	2.5936	0.0275	0.6915	0.0188	0.7102	0.1991	0.0179	0.2170		2,942.8476	2,942.8476	0.1689		2,947.0696
Worker	1.1122	0.7372	10.2934	0.0305	3.0962	0.0242	3.1204	0.8211	0.0223	0.8435		3,043.4331	3,043.4331	0.0840		3,045.5331
Total	**1.4203**	**10.7089**	**12.8870**	**0.0581**	**3.7877**	**0.0430**	**3.8306**	**1.0202**	**0.0403**	**1.0605**		**5,986.2807**	**5,986.2807**	**0.2529**		**5,992.6027**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0399	0.5574	1.6500e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		164.8069	164.8069	4.5500e-003		164.9206
Total	**0.0602**	**0.0399**	**0.5574**	**1.6500e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**164.8069**	**164.8069**	**4.5500e-003**		**164.9206**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0602	0.0399	0.5574	1.6500e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		164.8069	164.8069	4.5500e-003		164.9206
Total	**0.0602**	**0.0399**	**0.5574**	**1.6500e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**164.8069**	**164.8069**	**4.5500e-003**		**164.9206**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	40.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**40.8937**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2208	0.1464	2.0438	6.0600e-003	0.6148	4.8100e-003	0.6196	0.1630	4.4300e-003	0.1675		604.2918	604.2918	0.0167		604.7087
Total	**0.2208**	**0.1464**	**2.0438**	**6.0600e-003**	**0.6148**	**4.8100e-003**	**0.6196**	**0.1630**	**4.4300e-003**	**0.1675**		**604.2918**	**604.2918**	**0.0167**		**604.7087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	40.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**40.8937**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2208	0.1464	2.0438	6.0600e-003	0.6148	4.8100e-003	0.6196	0.1630	4.4300e-003	0.1675		604.2918	604.2918	0.0167		604.7087
Total	**0.2208**	**0.1464**	**2.0438**	**6.0600e-003**	**0.6148**	**4.8100e-003**	**0.6196**	**0.1630**	**4.4300e-003**	**0.1675**		**604.2918**	**604.2918**	**0.0167**		**604.7087**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Workplace Parking Charge

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.6694	38.2722	89.5169	0.3035	23.5833	0.2503	23.8336	6.3113	0.2334	6.5447		30,919.0610	30,919.0610	1.6604		30,960.5715
Unmitigated	8.7571	38.8121	91.7715	0.3125	24.3582	0.2574	24.6156	6.5187	0.2400	6.7586		31,836.5292	31,836.5292	1.7020		31,879.0799

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	2,354.75	2,354.75	2354.75	2,478,110	2,400,961
Hotel	3,762.00	3,762.00	3762.00	8,976,776	8,689,509
Total	6,116.75	6,116.75	6,116.75	11,454,885	11,090,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Hotel	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
NaturalGas Unmitigated	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	3552.33	0.0383	0.3483	0.2925	2.0900e-003		0.0265	0.0265		0.0265	0.0265		417.9210	417.9210	8.0100e-003	7.6600e-003	420.4045
Hotel	61312.2	0.6612	6.0110	5.0492	0.0361		0.4568	0.4568		0.4568	0.4568		7,213.1990	7,213.1990	0.1383	0.1322	7,256.0635
Total		**0.6995**	**6.3593**	**5.3418**	**0.0382**		**0.4833**	**0.4833**		**0.4833**	**0.4833**		**7,631.1201**	**7,631.1201**	**0.1463**	**0.1399**	**7,676.4680**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	3.55233	0.0383	0.3483	0.2925	2.0900e-003		0.0265	0.0265		0.0265	0.0265		417.9210	417.9210	8.0100e-003	7.6600e-003	420.4045
Hotel	61.3122	0.6612	6.0110	5.0492	0.0361		0.4568	0.4568		0.4568	0.4568		7,213.1990	7,213.1990	0.1383	0.1322	7,256.0635
Total		**0.6995**	**6.3593**	**5.3418**	**0.0382**		**0.4833**	**0.4833**		**0.4833**	**0.4833**		**7,631.1201**	**7,631.1201**	**0.1463**	**0.1399**	**7,676.4680**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Unmitigated	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6722					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.0363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3300e-003	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Total	**14.7128**	**4.2000e-004**	**0.0465**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.0996**	**0.0996**	**2.6000e-004**		**0.1061**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6722					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.0363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3300e-003	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Total	**14.7128**	**4.2000e-004**	**0.0465**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.0996**	**0.0996**	**2.6000e-004**		**0.1061**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

City of Gardena - Hotel Development MND

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Fast Food Restaurant with Drive Thru	5.00	1000sqft	0.11	5,000.00	0
Hotel	450.00	Room	8.00	653,400.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	576.36	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 Intensity factor adjusted to reflect more recent RPS value (note: CalEEMod default factor is from 2012) - factor reduced by 17.9% based on change in eligible renewables from 22% in 2013 to 36% 2018 [702.44 -> 576.36]

Land Use - Land Uses: 450 hotel rooms + 5,000 sf of fast food restaurant.

Construction Phase - Construction schedule estimated based on project size.

Off-road Equipment -

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment - Project construction equipment provided by project applicant.

Off-road Equipment -

Trips and VMT - Default values used for construction phase trips.

Demolition -

Grading - No material import/export anticipated. Total acres graded would equal total land area modeled (8 acres).

Vehicle Trips - 8.36 trips per dwelling unit for hotel (Hotel - ITE Code 310), and 470.95 trips per ksf of fast food, as provided by the Traffic Study prepared by Kittelson & Associates, Inc.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves -

Energy Use -

Construction Off-road Equipment Mitigation - Water Exposed Area 3 times daily; Unpaved Road Mitigation (Moisture Content at 12%; Vehicle Speed 15 MPH); Soil Stabilizer for Unpaved Roads (30% reductions); Replace Ground Cover of Area Disturbed (15% reduction).

Mobile Land Use Mitigation -

Mobile Commute Mitigation - VMT mitigation included to reflect the requirements to reduce VMT by 3.1%, as provided in the traffic study. Equivalent to Workplace Parking Charge (100% eligible, daily parking charge of $2).

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	150.00
tblGrading	AcresOfGrading	10.00	8.00
tblLandUse	LotAcreage	15.00	8.00
tblProjectCharacteristics	CO2IntensityFactor	702.44	576.36
tblVehicleTrips	ST_TR	722.03	470.95
tblVehicleTrips	ST_TR	8.19	8.36
tblVehicleTrips	SU_TR	542.72	470.95
tblVehicleTrips	SU_TR	5.95	8.36
tblVehicleTrips	WD_TR	496.12	470.95
tblVehicleTrips	WD_TR	8.17	8.36

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9740	40.5558	29.8082	0.0838	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	8,410.8311	8,410.8311	1.1977	0.0000	8,433.0764
2022	41.1400	26.3761	28.6289	0.0825	3.7877	0.8526	4.6403	1.0202	0.8020	1.8222	0.0000	8,281.7700	8,281.7700	0.8707	0.0000	8,303.5375
Maximum	**41.1400**	**40.5558**	**29.8082**	**0.0838**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**8,410.8311**	**8,410.8311**	**1.1977**	**0.0000**	**8,433.0764**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	3.9740	40.5558	29.8082	0.0838	6.1902	2.0461	8.2362	3.3454	1.8824	5.2278	0.0000	8,410.8311	8,410.8311	1.1977	0.0000	8,433.0764
2022	41.1400	26.3761	28.6289	0.0825	3.7877	0.8526	4.6403	1.0202	0.8020	1.8222	0.0000	8,281.7700	8,281.7700	0.8707	0.0000	8,303.5375
Maximum	**41.1400**	**40.5558**	**29.8082**	**0.0838**	**6.1902**	**2.0461**	**8.2362**	**3.3454**	**1.8824**	**5.2278**	**0.0000**	**8,410.8311**	**8,410.8311**	**1.1977**	**0.0000**	**8,433.0764**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.76**	**0.00**	**48.40**	**60.33**	**0.00**	**48.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Energy	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
Mobile	8.4892	39.2913	89.3835	0.2968	24.3582	0.2595	24.6177	6.5187	0.2420	6.7607		30,243.2283	30,243.2283	1.7201		30,286.2315
Total	**23.9016**	**45.6510**	**94.7718**	**0.3349**	**24.3582**	**0.7430**	**25.1012**	**6.5187**	**0.7255**	**7.2442**		**37,874.4480**	**37,874.4480**	**1.8667**	**0.1399**	**37,962.8057**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Energy	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
Mobile	8.4038	38.7198	87.3414	0.2882	23.5833	0.2525	23.8358	6.3113	0.2354	6.5467		29,367.5094	29,367.5094	1.6796		29,409.4992
Total	**23.8161**	**45.0795**	**92.7297**	**0.3263**	**23.5833**	**0.7360**	**24.3192**	**6.3113**	**0.7189**	**7.0302**		**36,998.7291**	**36,998.7291**	**1.8261**	**0.1399**	**37,086.0733**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.25**	**2.15**	**2.57**	**3.18**	**0.95**	**3.12**	**3.18**	**0.91**	**2.95**	**0.00**	**2.31**	**2.31**	**2.17**	**0.00**	**2.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/22/2021	2/4/2021	5	10	
2	Grading	Grading	2/5/2021	3/4/2021	5	20	
3	Building Construction	Building Construction	3/5/2021	1/20/2022	5	230	
4	Paving	Paving	1/21/2022	2/17/2022	5	20	
5	Architectural Coating	Architectural Coating	2/18/2022	9/15/2022	5	150	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 987,600; Non-Residential Outdoor: 329,200; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	277.00	108.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	55.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.2 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.9890	0.0000	5.9890	3.2920	0.0000	3.2920			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**5.9890**	**2.0445**	**8.0334**	**3.2920**	**1.8809**	**5.1729**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.2 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	**0.0858**	**0.0587**	**0.6629**	**1.9400e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**193.0052**	**193.0052**	**5.6800e-003**		**193.1472**

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.4463	0.0000	6.4463	3.3560	0.0000	3.3560			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671		2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**6.4463**	**1.1599**	**7.6062**	**3.3560**	**1.0671**	**4.4232**		**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.0715**	**0.0489**	**0.5524**	**1.6100e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2500e-003**	**0.0457**		**160.8377**	**160.8377**	**4.7300e-003**		**160.9560**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1369	0.0000	2.1369	1.1125	0.0000	1.1125			0.0000			0.0000
Off-Road	2.2903	24.7367	15.8575	0.0296		1.1599	1.1599		1.0671	1.0671	0.0000	2,871.9285	2,871.9285	0.9288		2,895.1495
Total	**2.2903**	**24.7367**	**15.8575**	**0.0296**	**2.1369**	**1.1599**	**3.2969**	**1.1125**	**1.0671**	**2.1796**	**0.0000**	**2,871.9285**	**2,871.9285**	**0.9288**		**2,895.1495**

3.3 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.0715**	**0.0489**	**0.5524**	**1.6100e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2500e-003**	**0.0457**		**160.8377**	**160.8377**	**4.7300e-003**		**160.9560**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3446	10.4640	3.0323	0.0270	0.6914	0.0221	0.7136	0.1991	0.0212	0.2202		2,887.3317	2,887.3317	0.1864		2,891.9916
Worker	1.3208	0.9034	10.2007	0.0298	3.0962	0.0250	3.1212	0.8211	0.0231	0.8442		2,970.1355	2,970.1355	0.0874		2,972.3205
Total	**1.6654**	**11.3674**	**13.2330**	**0.0568**	**3.7876**	**0.0472**	**3.8348**	**1.0202**	**0.0442**	**1.0644**		**5,857.4672**	**5,857.4672**	**0.2738**		**5,864.3121**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3446	10.4640	3.0323	0.0270	0.6914	0.0221	0.7136	0.1991	0.0212	0.2202		2,887.3317	2,887.3317	0.1864		2,891.9916
Worker	1.3208	0.9034	10.2007	0.0298	3.0962	0.0250	3.1212	0.8211	0.0231	0.8442		2,970.1355	2,970.1355	0.0874		2,972.3205
Total	**1.6654**	**11.3674**	**13.2330**	**0.0568**	**3.7876**	**0.0472**	**3.8348**	**1.0202**	**0.0442**	**1.0644**		**5,857.4672**	**5,857.4672**	**0.2738**		**5,864.3121**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3235	9.9446	2.8703	0.0268	0.6915	0.0194	0.7108	0.1991	0.0185	0.2176		2,861.6790	2,861.6790	0.1799		2,866.1752
Worker	1.2405	0.8159	9.3952	0.0288	3.0962	0.0242	3.1204	0.8211	0.0223	0.8435		2,865.7574	2,865.7574	0.0789		2,867.7301
Total	**1.5640**	**10.7604**	**12.2655**	**0.0555**	**3.7877**	**0.0436**	**3.8313**	**1.0202**	**0.0408**	**1.0610**		**5,727.4364**	**5,727.4364**	**0.2588**		**5,733.9053**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3235	9.9446	2.8703	0.0268	0.6915	0.0194	0.7108	0.1991	0.0185	0.2176		2,861.6790	2,861.6790	0.1799		2,866.1752
Worker	1.2405	0.8159	9.3952	0.0288	3.0962	0.0242	3.1204	0.8211	0.0223	0.8435		2,865.7574	2,865.7574	0.0789		2,867.7301
Total	**1.5640**	**10.7604**	**12.2655**	**0.0555**	**3.7877**	**0.0436**	**3.8313**	**1.0202**	**0.0408**	**1.0610**		**5,727.4364**	**5,727.4364**	**0.2588**		**5,733.9053**

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0672	0.0442	0.5088	1.5600e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		155.1854	155.1854	4.2700e-003		155.2922
Total	**0.0672**	**0.0442**	**0.5088**	**1.5600e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**155.1854**	**155.1854**	**4.2700e-003**		**155.2922**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0672	0.0442	0.5088	1.5600e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		155.1854	155.1854	4.2700e-003		155.2922
Total	**0.0672**	**0.0442**	**0.5088**	**1.5600e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**155.1854**	**155.1854**	**4.2700e-003**		**155.2922**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	40.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**40.8937**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2463	0.1620	1.8655	5.7100e-003	0.6148	4.8100e-003	0.6196	0.1630	4.4300e-003	0.1675		569.0132	569.0132	0.0157		569.4049
Total	**0.2463**	**0.1620**	**1.8655**	**5.7100e-003**	**0.6148**	**4.8100e-003**	**0.6196**	**0.1630**	**4.4300e-003**	**0.1675**		**569.0132**	**569.0132**	**0.0157**		**569.4049**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	40.6891					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**40.8937**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2463	0.1620	1.8655	5.7100e-003	0.6148	4.8100e-003	0.6196	0.1630	4.4300e-003	0.1675		569.0132	569.0132	0.0157		569.4049
Total	**0.2463**	**0.1620**	**1.8655**	**5.7100e-003**	**0.6148**	**4.8100e-003**	**0.6196**	**0.1630**	**4.4300e-003**	**0.1675**		**569.0132**	**569.0132**	**0.0157**		**569.4049**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Workplace Parking Charge

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.4038	38.7198	87.3414	0.2882	23.5833	0.2525	23.8358	6.3113	0.2354	6.5467		29,367.5094	29,367.5094	1.6796		29,409.4992
Unmitigated	8.4892	39.2913	89.3835	0.2968	24.3582	0.2595	24.6177	6.5187	0.2420	6.7607		30,243.2283	30,243.2283	1.7201		30,286.2315

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Fast Food Restaurant with Drive Thru	2,354.75	2,354.75	2354.75	2,478,110	2,400,961
Hotel	3,762.00	3,762.00	3762.00	8,976,776	8,689,509
Total	6,116.75	6,116.75	6,116.75	11,454,885	11,090,470

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Fast Food Restaurant with Drive	16.60	8.40	6.90	2.20	78.80	19.00	29	21	50
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Fast Food Restaurant with Drive Thru	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Hotel	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680
NaturalGas Unmitigated	0.6995	6.3593	5.3418	0.0382		0.4833	0.4833		0.4833	0.4833		7,631.1201	7,631.1201	0.1463	0.1399	7,676.4680

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	3552.33	0.0383	0.3483	0.2925	2.0900e-003		0.0265	0.0265		0.0265	0.0265		417.9210	417.9210	8.0100e-003	7.6600e-003	420.4045
Hotel	61312.2	0.6612	6.0110	5.0492	0.0361		0.4568	0.4568		0.4568	0.4568		7,213.1990	7,213.1990	0.1383	0.1322	7,256.0635
Total		**0.6995**	**6.3593**	**5.3418**	**0.0382**		**0.4833**	**0.4833**		**0.4833**	**0.4833**		**7,631.1201**	**7,631.1201**	**0.1463**	**0.1399**	**7,676.4680**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Fast Food Restaurant with Drive Thru	3.55233	0.0383	0.3483	0.2925	2.0900e-003		0.0265	0.0265		0.0265	0.0265		417.9210	417.9210	8.0100e-003	7.6600e-003	420.4045
Hotel	61.3122	0.6612	6.0110	5.0492	0.0361		0.4568	0.4568		0.4568	0.4568		7,213.1990	7,213.1990	0.1383	0.1322	7,256.0635
Total		**0.6995**	**6.3593**	**5.3418**	**0.0382**		**0.4833**	**0.4833**		**0.4833**	**0.4833**		**7,631.1201**	**7,631.1201**	**0.1463**	**0.1399**	**7,676.4680**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Unmitigated	14.7128	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6722					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.0363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3300e-003	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Total	**14.7128**	**4.2000e-004**	**0.0465**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.0996**	**0.0996**	**2.6000e-004**		**0.1061**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.6722					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	13.0363					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3300e-003	4.2000e-004	0.0465	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0996	0.0996	2.6000e-004		0.1061
Total	**14.7128**	**4.2000e-004**	**0.0465**	**0.0000**		**1.7000e-004**	**1.7000e-004**		**1.7000e-004**	**1.7000e-004**		**0.0996**	**0.0996**	**2.6000e-004**		**0.1061**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: LOS ANGELES
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	**MPG (Derived)**	
LOS ANGELES	2021	All Other Buses	Aggregated	Aggregated	DSL	2395.753094	142177.9043	14.32591647	**9.92**	
LOS ANGELES	2021	LDA	Aggregated	Aggregated	GAS	3998082.55	154957028.3	5253.036076	**29.50**	
LOS ANGELES	2021	LDA	Aggregated	Aggregated	DSL	33364.94911	1336170.355	28.995514	**46.08**	
LOS ANGELES	2021	LDA	Aggregated	Aggregated	ELEC	67210.71775	2697315.265	0	**#DIV/0!**	
LOS ANGELES	2021	LDT1	Aggregated	Aggregated	GAS	451923.1455	17065391.26	670.3612556	**25.46**	
LOS ANGELES	2021	LDT1	Aggregated	Aggregated	DSL	297.0410267	7338.123275	0.340197438	**21.57**	
LOS ANGELES	2021	LDT1	Aggregated	Aggregated	ELEC	2539.277034	100849.3946	0	**#DIV/0!**	
LOS ANGELES	2021	LDT2	Aggregated	Aggregated	GAS	1370275.92	52553142.22	2238.862589	**23.47**	
LOS ANGELES	2021	LDT2	Aggregated	Aggregated	DSL	8126.390234	355535.4183	10.50575614	**33.84**	
LOS ANGELES	2021	LDT2	Aggregated	Aggregated	ELEC	11051.44449	368949.9062	0	**#DIV/0!**	
LOS ANGELES	2021	LHD1	Aggregated	Aggregated	GAS	108025.983	3955472.057	382.6976915	**10.34**	
LOS ANGELES	2021	LHD1	Aggregated	Aggregated	DSL	61698.84585	2667214.83	124.5587375	**21.41**	
LOS ANGELES	2021	LHD2	Aggregated	Aggregated	GAS	17947.14388	636046.3967	70.61942731	**9.01**	
LOS ANGELES	2021	LHD2	Aggregated	Aggregated	DSL	24847.529	1035822.88	53.69276638	**19.29**	
LOS ANGELES	2021	MCY	Aggregated	Aggregated	GAS	174733.5483	1259345.847	35.18425126	**35.79**	
LOS ANGELES	2021	MDV	Aggregated	Aggregated	GAS	932036.8903	33105798.77	1730.986924	**19.13**	
LOS ANGELES	2021	MDV	Aggregated	Aggregated	DSL	18030.2644	734378.7436	28.12152985	**26.11**	
LOS ANGELES	2021	MDV	Aggregated	Aggregated	ELEC	4837.670599	167248.7908	0	**#DIV/0!**	
LOS ANGELES	2021	MH	Aggregated	Aggregated	GAS	19738.38855	198097.0268	39.17625337	**5.06**	
LOS ANGELES	2021	MH	Aggregated	Aggregated	DSL	5837.585418	61474.42824	5.917628629	**10.39**	
LOS ANGELES	2021	Motor Coach	Aggregated	Aggregated	DSL	703.2457106	91424.80552	14.43958	**6.33**	
LOS ANGELES	2021	OBUS	Aggregated	Aggregated	GAS	4043.633604	172164.4313	34.90940232	**4.93**	
LOS ANGELES	2021	PTO	Aggregated	Aggregated	DSL	0	78431.86638	16.37607095	**4.79**	
LOS ANGELES	2021	SBUS	Aggregated	Aggregated	GAS	1289.957091	53467.22336	5.870331948	**9.11**	
LOS ANGELES	2021	SBUS	Aggregated	Aggregated	DSL	3836.738425	121324.4844	16.1045611	**7.53**	**MHD**
LOS ANGELES	2021	T6 Ag	Aggregated	Aggregated	DSL	12.13095267	104.3587548	0.012450059	**8.38**	**8.692322**
LOS ANGELES	2021	T6 CAIRP heavy	Aggregated	Aggregated	DSL	334.3089902	65862.4333	5.887575104	**11.19**	
LOS ANGELES	2021	T6 CAIRP small	Aggregated	Aggregated	DSL	176.7171664	9271.232452	0.879539355	**10.54**	
LOS ANGELES	2021	T6 instate construction heavy	Aggregated	Aggregated	DSL	2463.579926	167642.3835	17.15132005	**9.77**	
LOS ANGELES	2021	T6 instate construction small	Aggregated	Aggregated	DSL	8566.238267	443239.724	44.59597433	**9.94**	
LOS ANGELES	2021	T6 instate heavy	Aggregated	Aggregated	DSL	10455.48502	1410072.143	133.2175395	**10.58**	
LOS ANGELES	2021	T6 instate small	Aggregated	Aggregated	DSL	38393.79645	1920331.232	191.398187	**10.03**	
LOS ANGELES	2021	T6 OOS heavy	Aggregated	Aggregated	DSL	191.6398006	38081.09496	3.396939931	**11.21**	
LOS ANGELES	2021	T6 OOS small	Aggregated	Aggregated	DSL	101.7297612	5283.650628	0.502246213	**10.52**	
LOS ANGELES	2021	T6 Public	Aggregated	Aggregated	DSL	4497.854571	69891.41772	8.726611111	**8.01**	
LOS ANGELES	2021	T6 utility	Aggregated	Aggregated	DSL	1007.559291	16957.30385	1.7773803	**9.54**	
LOS ANGELES	2021	T6TS	Aggregated	Aggregated	GAS	14589.7762	807949.859	162.4615311	**4.97**	**HHD**
LOS ANGELES	2021	T7 Ag	Aggregated	Aggregated	DSL	4.854707518	113.1890197	0.020332678	**5.57**	**6.253066**
LOS ANGELES	2021	T7 CAIRP	Aggregated	Aggregated	DSL	6279.132793	1115075.522	165.0304383	**6.76**	
LOS ANGELES	2021	T7 CAIRP construction	Aggregated	Aggregated	DSL	666.4134286	120418.9803	16.82162322	**7.16**	
LOS ANGELES	2021	T7 NNOOS	Aggregated	Aggregated	DSL	6776.419057	1359344.742	192.9162697	**7.05**	
LOS ANGELES	2021	T7 NOOS	Aggregated	Aggregated	DSL	2465.53665	438114.9058	66.36716141	**6.60**	
LOS ANGELES	2021	T7 POLA	Aggregated	Aggregated	DSL	8055.06441	1016317.432	181.646039	**5.60**	
LOS ANGELES	2021	T7 Public	Aggregated	Aggregated	DSL	5442.962372	110265.6618	19.25858137	**5.73**	
LOS ANGELES	2021	T7 Single	Aggregated	Aggregated	DSL	5864.858433	394998.5563	62.68355999	**6.30**	
LOS ANGELES	2021	T7 single construction	Aggregated	Aggregated	DSL	4248.667003	298737.3414	46.12726641	**6.48**	
LOS ANGELES	2021	T7 SWCV	Aggregated	Aggregated	DSL	1524.436923	62284.87901	30.71187598	**2.03**	
LOS ANGELES	2021	T7 SWCV	Aggregated	Aggregated	NG	2453.780525	99862.0129	45.36807419	**2.20**	
LOS ANGELES	2021	T7 tractor	Aggregated	Aggregated	DSL	12117.53918	1643190.233	238.4926366	**6.89**	
LOS ANGELES	2021	T7 tractor construction	Aggregated	Aggregated	DSL	3547.888701	246432.0056	38.32018639	**6.43**	
LOS ANGELES	2021	T7 utility	Aggregated	Aggregated	DSL	403.9712025	8195.988304	1.308976399	**6.26**	
LOS ANGELES	2021	T7IS	Aggregated	Aggregated	GAS	58.22843706	5770.219973	1.443583293	**4.00**	
LOS ANGELES	2021	UBUS	Aggregated	Aggregated	GAS	458.4288176	33383.22271	8.035868912	**4.15**	
LOS ANGELES	2021	UBUS	Aggregated	Aggregated	DSL	37.1389	5105.145298	0.807132926	**6.33**	
LOS ANGELES	2021	UBUS	Aggregated	Aggregated	ELEC	14	1217.553685	0	**#DIV/0!**	
LOS ANGELES	2021	UBUS	Aggregated	Aggregated	NG	4152.468621	439987.1908	111.6541508	**3.94**	

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: County
Region: LOS ANGELES
Calendar Year: 2022
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption. Note 'day' in the unit is operation day.

Region	Calendar Y	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Fuel Consumption	**MPG (Derived)**	
LOS ANGELES	2022	All Other Buses	Aggregated	Aggregated	DSL	2426.598446	146501.7328	14.3421019	**10.21**	
LOS ANGELES	2022	LDA	Aggregated	Aggregated	GAS	4040504.833	154312636.5	5096.55014	**30.28**	
LOS ANGELES	2022	LDA	Aggregated	Aggregated	DSL	35580.70761	1405948.594	29.71915281	**47.31**	
LOS ANGELES	2022	LDA	Aggregated	Aggregated	ELEC	79346.01523	3237232.352	0	**#DIV/0!**	
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	GAS	466456.294	17402686.02	666.5509097	**26.11**	
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	DSL	276.3592923	6755.981354	0.309652997	**21.82**	
LOS ANGELES	2022	LDT1	Aggregated	Aggregated	ELEC	3550.873409	146697.1661	0	**#DIV/0!**	
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	GAS	1395327.914	52851239.49	2173.392058	**24.32**	
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	DSL	9029.025545	384253.17	11.04279173	**34.80**	
LOS ANGELES	2022	LDT2	Aggregated	Aggregated	ELEC	14572.87567	476540.0157	0	**#DIV/0!**	
LOS ANGELES	2022	LHD1	Aggregated	Aggregated	GAS	107665.0189	3912114.95	374.458459	**10.45**	
LOS ANGELES	2022	LHD1	Aggregated	Aggregated	DSL	66438.77298	2829556.448	130.1752661	**21.74**	
LOS ANGELES	2022	LHD2	Aggregated	Aggregated	GAS	18107.10123	636816.2065	69.95440206	**9.10**	
LOS ANGELES	2022	LHD2	Aggregated	Aggregated	DSL	26821.57306	1100164.26	56.1858244	**19.58**	
LOS ANGELES	2022	MCY	Aggregated	Aggregated	GAS	181916.5067	1290803.93	36.08497322	**35.77**	
LOS ANGELES	2022	MDV	Aggregated	Aggregated	GAS	941584.3061	33063464.21	1672.525685	**19.77**	
LOS ANGELES	2022	MDV	Aggregated	Aggregated	DSL	19913.35499	791156.8054	29.43021248	**26.88**	
LOS ANGELES	2022	MDV	Aggregated	Aggregated	ELEC	7529.633431	254507.8273	0	**#DIV/0!**	
LOS ANGELES	2022	MH	Aggregated	Aggregated	GAS	19672.43712	198291.6854	38.63505089	**5.13**	
LOS ANGELES	2022	MH	Aggregated	Aggregated	DSL	6142.766028	64185.85871	6.094200677	**10.53**	
LOS ANGELES	2022	Motor Coach	Aggregated	Aggregated	DSL	690.4147844	93044.15999	14.28409549	**6.51**	
LOS ANGELES	2022	OBUS	Aggregated	Aggregated	GAS	4028.136326	167752.5949	33.55748039	**5.00**	
LOS ANGELES	2022	PTO	Aggregated	Aggregated	DSL	0	79209.0386	16.05411209	**4.93**	
LOS ANGELES	2022	SBUS	Aggregated	Aggregated	GAS	1393.897962	56948.09952	6.189684102	**9.20**	
LOS ANGELES	2022	SBUS	Aggregated	Aggregated	DSL	3866.897734	122197.4183	16.06384209	**7.61**	**MHD**
LOS ANGELES	2022	T6 Ag	Aggregated	Aggregated	DSL	12.10479957	101.9666453	0.012181572	**8.37**	**8.970169**
LOS ANGELES	2022	T6 CAIRP heavy	Aggregated	Aggregated	DSL	339.4332582	67083.52265	5.807813802	**11.55**	
LOS ANGELES	2022	T6 CAIRP small	Aggregated	Aggregated	DSL	181.7202948	9464.327402	0.875877811	**10.81**	
LOS ANGELES	2022	T6 instate construction heavy	Aggregated	Aggregated	DSL	2542.224734	170126.8415	16.71218546	**10.18**	
LOS ANGELES	2022	T6 instate construction small	Aggregated	Aggregated	DSL	8462.077315	450145.7555	43.95843647	**10.24**	
LOS ANGELES	2022	T6 instate heavy	Aggregated	Aggregated	DSL	10547.07409	1455514.974	131.8685352	**11.04**	
LOS ANGELES	2022	T6 instate small	Aggregated	Aggregated	DSL	38737.1496	1972425.144	190.7940541	**10.34**	
LOS ANGELES	2022	T6 OOS heavy	Aggregated	Aggregated	DSL	195.638099	38838.81209	3.358836601	**11.56**	
LOS ANGELES	2022	T6 OOS small	Aggregated	Aggregated	DSL	104.3823473	5388.107709	0.499529555	**10.79**	
LOS ANGELES	2022	T6 Public	Aggregated	Aggregated	DSL	4527.375726	70713.41714	8.660830266	**8.16**	
LOS ANGELES	2022	T6 utility	Aggregated	Aggregated	DSL	1014.343198	17105.5263	1.766075853	**9.69**	
LOS ANGELES	2022	T6TS	Aggregated	Aggregated	GAS	14669.99802	811414.7327	160.7054395	**5.05**	**HHD**
LOS ANGELES	2022	T7 Ag	Aggregated	Aggregated	DSL	5.193051548	102.8930892	0.01852168	**5.56**	**6.413361**
LOS ANGELES	2022	T7 CAIRP	Aggregated	Aggregated	DSL	6382.019495	1134600.882	164.6523981	**6.89**	
LOS ANGELES	2022	T7 CAIRP construction	Aggregated	Aggregated	DSL	677.6914819	122203.5881	16.7040882	**7.32**	
LOS ANGELES	2022	T7 NNOOS	Aggregated	Aggregated	DSL	6908.616933	1383134.925	190.1637574	**7.27**	
LOS ANGELES	2022	T7 NOOS	Aggregated	Aggregated	DSL	2520.514105	445789.868	66.33830455	**6.72**	
LOS ANGELES	2022	T7 POLA	Aggregated	Aggregated	DSL	8290.297935	1076131.599	189.4428135	**5.68**	
LOS ANGELES	2022	T7 Public	Aggregated	Aggregated	DSL	5501.543454	111458.0695	19.18026863	**5.81**	
LOS ANGELES	2022	T7 Single	Aggregated	Aggregated	DSL	6004.21985	398912.551	60.92726724	**6.55**	
LOS ANGELES	2022	T7 single construction	Aggregated	Aggregated	DSL	4339.818685	303164.6252	44.86801387	**6.76**	
LOS ANGELES	2022	T7 SWCV	Aggregated	Aggregated	DSL	1392.501649	56894.30171	28.04619094	**2.03**	
LOS ANGELES	2022	T7 SWCV	Aggregated	Aggregated	NG	2627.443069	106986.7103	47.85102148	**2.24**	
LOS ANGELES	2022	T7 tractor	Aggregated	Aggregated	DSL	12303.60189	1664070.759	233.2857898	**7.13**	
LOS ANGELES	2022	T7 tractor construction	Aggregated	Aggregated	DSL	3625.325785	250084.1249	37.80397958	**6.62**	
LOS ANGELES	2022	T7 utility	Aggregated	Aggregated	DSL	407.1754051	8267.098357	1.312326899	**6.30**	
LOS ANGELES	2022	T7IS	Aggregated	Aggregated	GAS	55.46637507	5860.691124	1.426947994	**4.11**	
LOS ANGELES	2022	UBUS	Aggregated	Aggregated	GAS	463.7251984	33581.36145	7.944288802	**4.23**	
LOS ANGELES	2022	UBUS	Aggregated	Aggregated	DSL	37.1389	5105.145298	0.807132926	**6.33**	
LOS ANGELES	2022	UBUS	Aggregated	Aggregated	ELEC	14	1217.553685	0	**#DIV/0!**	
LOS ANGELES	2022	UBUS	Aggregated	Aggregated	NG	4177.418205	442636.1645	112.5471708	**3.93**	

On-road Mobile (Operational) Energy Usage

Note: Assumes that all vehicles that are generated as part of proposed project use gasoline as a fuel source (for simplicity), since the vast majority of vehicles generated by the project would use gasoline.

Unmitigated:

Step 1:

Therefore:

Average Daily VMT:

30,385	Note: Estimated via CalEEMod output (11090470 annual VMT, divided by 365 days per year).

Step 2: Given:

Fleet Mix (CalEEMod Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
54.65%	4.50%	20.40%	12.04%	1.57%	0.62%	2.01%	3.07%	0.25%	0.22%	0.51%	0.07%	0.09%

And:

Gasoline MPG Factors for each Vehicle Class - Year 2022 (EMFAC2017 Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
30.28	26.11	24.32	19.77	10.45	9.10	N/A	N/A	5.00	4.23	35.77	9.20	5.13

Therefore:

Weighted Average MPG Factors

Gasoline: **25.50**

Step 3: **Therefore:**

1,192	**daily gallons of gasoline**

or

434,944	**annual gallons of gasoline**

Off-road (i.e. On-site) Mobile (Construction) Energy Usage

Note: For the sake of simplicity, and as a conservative estimation, it was assumed that all off-road vehicles use diesel fuel as an energy source. Demolition (if applicable), Site preparation and Grading off-road mobile vehicle on-site gallons of fuel are calculated below.

Given Factor:	**43.1**	**metric tons**	**CO2**	**(provided in CalEEMod Output File)**
Conversion Factor:	2204.6262	pounds	per metric ton	
Intermediate Result:	**95,058**	**pounds**	**CO2**	
Conversion Factor:	22.38	pounds	CO2 per 1 gallon of diesel fuel	Source: U.S. EIA, 2016
Final Result:	**4,247.43**	**gallons**	**diesel fuel**	http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11

Mitigated Onsite Scenario	Total CO2 (MT/yr) (provided in CalEEMod Output File)
Site Preparation	16.8530
Grading	26.2643

On-road Mobile (Construction) Energy Usage - Site Preparation

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

18

Worker Trip Length (miles) (CalEEMod Output)

14.7

Therefore:

Average Worker Daily VMT:

265

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.5	0.25	0.25

(% mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
29.50	25.46	23.47

Therefore:

Weighted Average Worker MPG Factor

26.98

Step 3: **Therefore:**

10 Worker daily gallons of gasoline

Step 4:

10	**# of Days (CalEEMod Output)**

Therefore:

Result:

98	**Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Grading

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Worker Trip Length (miles) (CalEEMod Output)

14.7

Therefore:

Average Worker Daily VMT:

221

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.5	0.25	0.25

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
29.50	25.46	23.47

Therefore:

Weighted Average Worker MPG Factor

26.98

Step 3: **Therefore:**

8 Worker daily gallons of gasoline

Step 4: 20 **# of Days (CalEEMod Output)**

Therefore:

Result: **163** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Building Construction

Step 1:

Total Daily Worker Trips (CalEEMod Output)	Total Daily Vendor Trips (CalEEMod Output)
277	108

Worker Trip Length (miles) (CalEEMod Output)	Vendor Trip Length (miles) (CalEEMod Output)
14.7	6.9

Therefore:

Average Worker Daily VMT:	Average Vendor Daily VMT:
4,072	745

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Fleet Mix for Workers (CalEEMod Output)

MHD	HHD
0%	100%

Assumed Fleet Mix for Vendors

And:

MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

Gasoline:

LDA	LDT1	LDT2
29.50	25.46	23.47

Diesel:

MHD	HHD
8.69	6.25

Therefore:

Weighted Average Worker (Gasoline) MPG Factor	Weighted Average Vendor (Diesel) MPG Factor
26.98	6.25

Step 3:

Therefore:	Therefore:
151 Worker daily gallons of gasoline	119 Vendor daily gallons of diesel

Step 4: 230 # of Days (CalEEMod Output)

Therefore:	Therefore:
34,710 Total gallons of gasoline	27,410 Total gallons of diesel

On-road Mobile (Construction) Energy Usage - Paving

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Worker Trip Length (miles) (CalEEMod Output)

14.7

Therefore:

Average Worker Daily VMT:

221

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.5	0.25	0.25

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (from EMFAC2017) - Year 2021

LDA	LDT1	LDT2
29.50	25.46	23.47

Therefore:

Weighted Average Worker MPG Factor

27.0

Step 3: **Therefore:**

8 Worker daily gallons of gasoline

Step 4: 20 **# of Days (CalEEMod Output)**

Therefore:

Result: **163** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Architectural Coating

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

55

Worker Trip Length (miles) (CalEEMod Output)

14.7

Therefore:

Average Worker Daily VMT:

809

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.5	0.25	0.25

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2017 Output) - Year 2021

LDA	LDT1	LDT2
29.50	25.46	23.47

Therefore:

Weighted Average Worker MPG Factor

27.0

Step 3: **Therefore:**

30 Worker daily gallons of gasoline

Step 4: 150 **# of Days (CalEEMod Output)**

Therefore:

Result: **4,495** **Total gallons of gasoline**

Appendix B
Tribal Consultation (AB 52 and SB 18) Communications

July 20, 2020

SAM DUNLAP
GABRIELENO-TONGVA TRIBE

RE: SB 18 and AB 52 Consultation Request for a General Plan Amendment and Zone Changes to Increase Allowable FAR and Amend the Zoning Code Relating to Development Standards for Amenity Hotels – City of Gardena, Los Angeles County, California.

Mr. Dunlap:

The City of Gardena, Planning Division, is requesting consultation under Senate Bill 18 (Chapter 905, Statutes of 2004) which requires local governments to consult with Tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendment in order to preserve, or mitigate impacts to, cultural places that may be affected. The Native American Heritage Commission (NAHC) provided us with a list of tribal entities and individuals who have requested to be placed on the SB 18 consultation list and your Tribe is included on the list provided.

Additionally, pursuant to California Public Resources Code (PRC) Section 21080.3.1(b) (AB 52), your tribe has submitted a request to the City of Gardena for notification of preparation of an environmental impact report (EIR), negative declaration (ND), or mitigated negative declaration (MND) for projects that are within the geographic area traditionally and culturally affiliated with your tribe. As a result, please consider this letter as a notice of the Project and an invitation to provide comments regarding the Project.

The proposed changes to the City's Land Use Element of the General Plan and Zoning Code are shown on the attached. The Project does not involve any construction or other ground disturbance.

The City would appreciate receiving any comments, issues and/or concerns relating to cultural resources, sacred lands, and tribal cultural resources that you may have within the Project area. All information provided will be kept confidential. The point of contact for the City is below.

City of Gardena Point of Contact Information

TASHA CERDA, Mayor / MARK E. HENDERSON, Mayor Pro Tem
PAULETTE C. FRANCIS, Councilmember / ART KASKANIAN, Councilmember / RODNEY G. TANAKA, Councilmember
MINA SEMENZA, City Clerk / J. INGRID TSUKIYAMA, City Treasurer / CLINT OSORIO, City Manager / CARMEN VASQUEZ, City Attorney

Name/Title:	John Signo, Senior Planner
	City of Gardena
Address:	1700 W. 162nd Street
City:	Gardena, California
Tel:	310-217-9524
E-Mail:	jsigno@cityofgardena.org

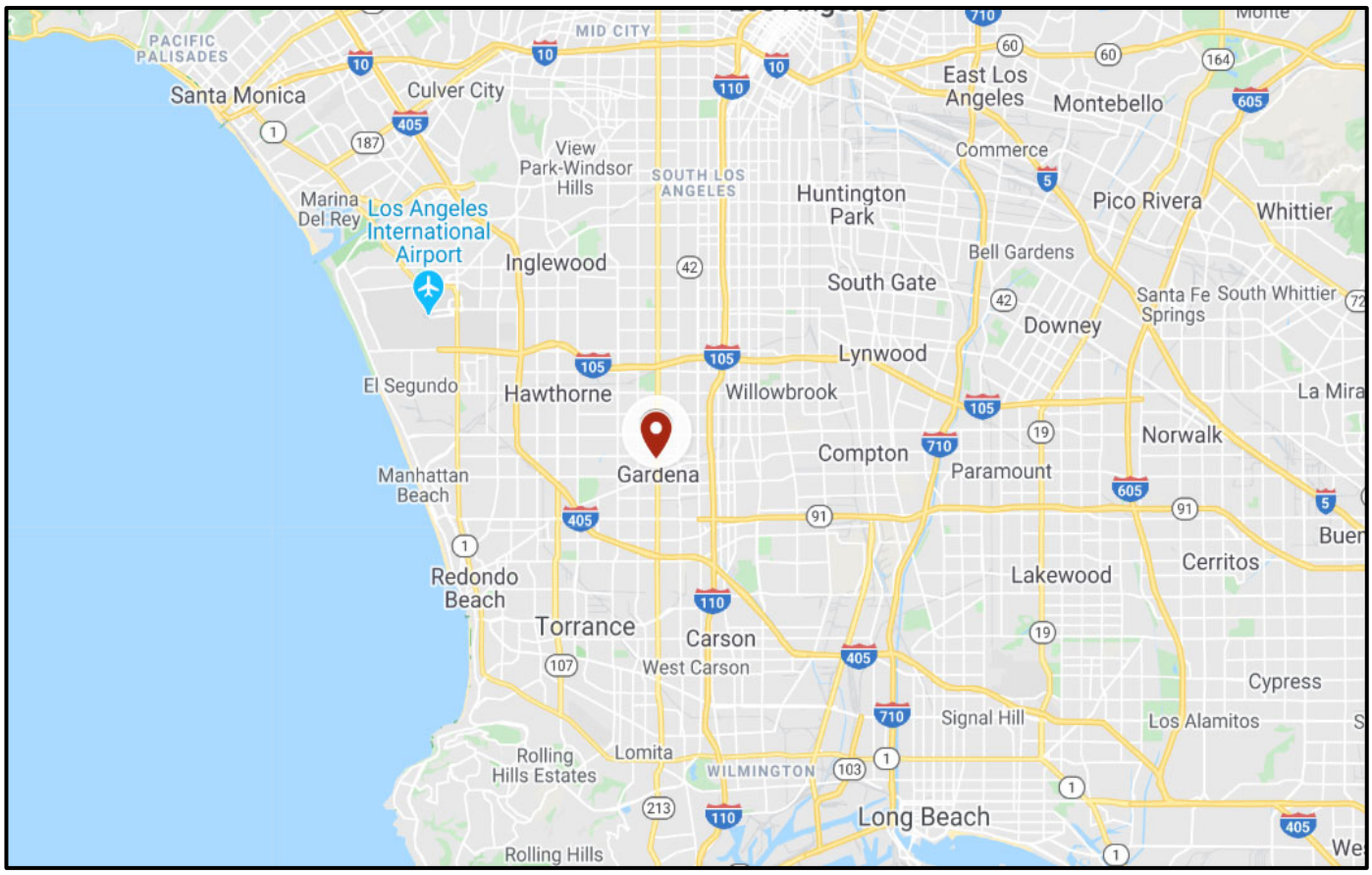
Please respond within 30 days, pursuant to PRC 21080.3.1(d) for AB 52 consultation. For consultation under SB 18, you have 90 days to respond. If you have any questions or concerns with the Project, please do not hesitant to contact John Signo at the City of Gardena.

Thank you for your assistance.

John Signo
Senior Planner

Attachments: Regional Vicinity Map
General Plan/Zoning Changes

Regional Vicinity Map



PARAMETERS OF GENERAL PLAN AMENDMENT/ZONE CHANGE FOR HOTEL DEVELOPMENT

Amend Land Use Plan to provide as follows:

General Commercial

(Maximum Permitted FAR: 0.5 in general)

The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4) and Parking (P). Higher FARs of up to 2.75 may be allowed under the zoning Code for specific uses or zones along major collectors and arterials.

Industrial

(*Maximum Permitted FAR: 1.0 in general)*

The Industrial land use designation allows for a wide variety of clean and environmentally friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones. Higher FARs of up to 2.75 may be allowed under the zoning Code for specific uses or zones along major collectors and arterials.

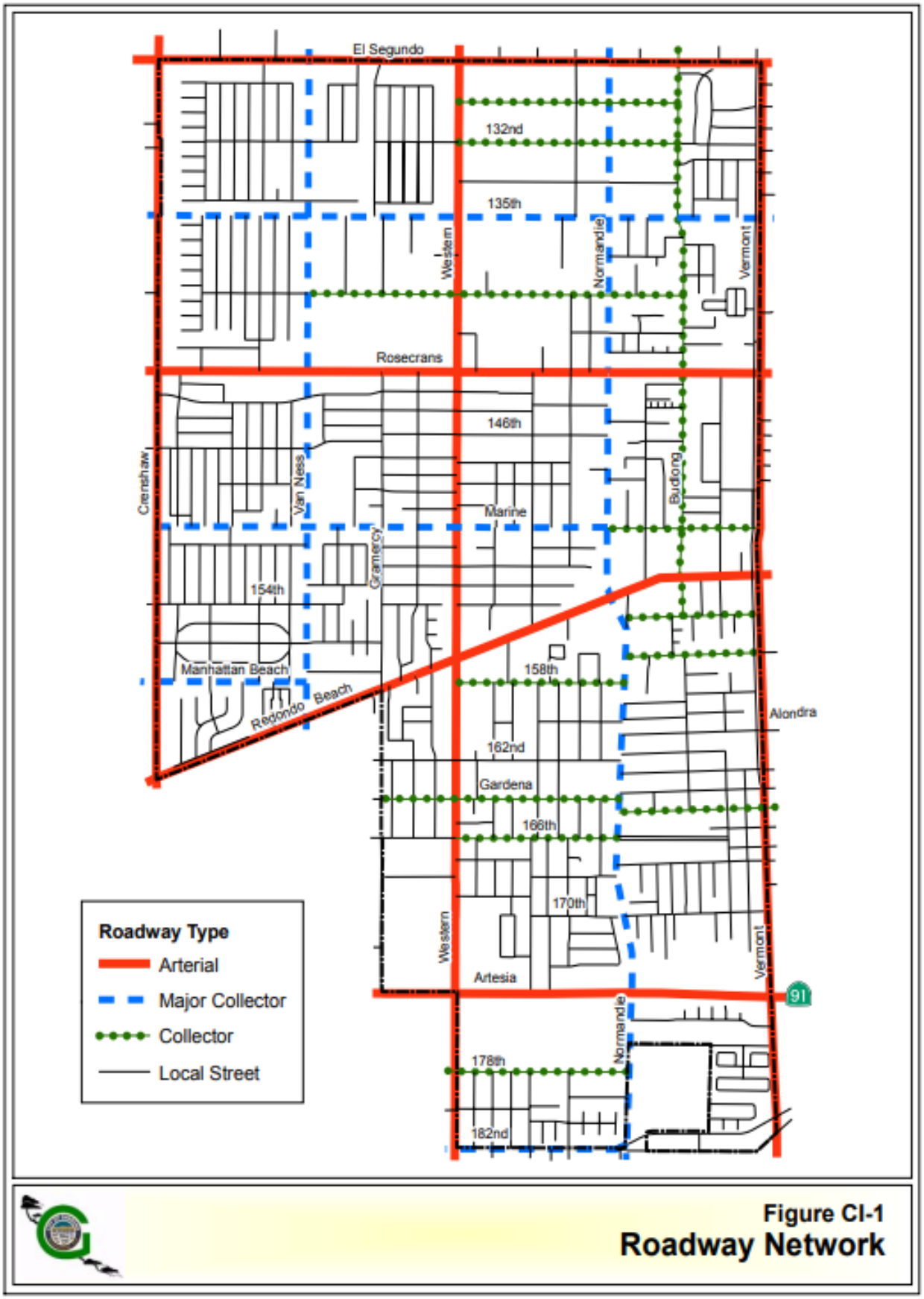


Figure CI-1
Roadway Network

Amend Zoning Code to provide as follows:

- Add definition for an Amenity Hotel which would include specified standards including minimum lobby and room size
- Allow Amenity Hotels by right in the C-3, C-4, M-1, and M-2 zones on Arterials and Major Collector streets; retain CUP all other types of hotels and motels
- Increase FAR from 0.5 to 2.0 for Amenity Hotels
- Reduce needed lot size from one acre to one-half acre for Amenity Hotels
- Reduce minimum landscape requirements on side-yard street frontage from 10 feet to five feet for all of Commercial zones
- Increase height for Amenity Hotels from 45 feet to 50 feet within 100 feet of a R-3 zone
- Parking Changes:
    - Reduce parking standards from: One space per guest room for guest parking, plus one space per six rooms for employee parking with a minimum of three spaces for employees, plus provision of spaces for additional uses within the hotel/motel complex to a lower standard, most likely one space per each guest room up to 100 and then a fractional requirement for rooms above 100
    - Increase compact parking spaces from 25 percent to 30 percent
    - Allow reduction in 26 foot aisle width to 24 feet

July 20, 2020

CHARLES ALVAREZ
GABRIELINO-TONGVA TRIBE
ROADKINGCHARLES@AOL.COM

RE: SB 18 Consultation Request for a General Plan Amendment and Zone Changes to Increase Allowable FAR and Amend the Zoning Code Relating to Development Standards for Amenity Hotels – City of Gardena, Los Angeles County, California.

Chairperson Cozart:

The City of Gardena, Planning Division, is requesting consultation under Senate Bill 18 (Chapter 905, Statutes of 2004) which requires local governments to consult with Tribes prior to making certain planning decisions and requires consultation and notice for a general and specific plan adoption or amendment in order to preserve, or mitigate impacts to, cultural places that may be affected. The Native American Heritage Commission (NAHC) provided us with a list of tribal entities and individuals who have requested to be placed on the SB 18 consultation list and your Tribe is included on the list provided. As a result, please consider this letter as a notice of the Project and an invitation to provide comments regarding the Project.

The proposed changes to the City's Land Use Element of the General Plan and Zoning Code are shown on the attached. The Project does not involve any construction or other ground disturbance.

The City would appreciate receiving any comments, issues and/or concerns relating to cultural resources, sacred lands, and tribal cultural resources that you may have within the Project area. All information provided will be kept confidential. The point of contact for the City is below.

City of Gardena Point of Contact Information	
Name/Title:	John Signo, Senior Planner City of Gardena
Address:	1700 W. 162nd Street
City:	Gardena, California
Tel:	310-217-9524
E-Mail:	jsigno@cityofgardena.org

In accordance with SB 18, the time to respond for consultation is 90 days. If you have any questions or concerns with the Project, please do not hesitant to contact John Signo at the City.

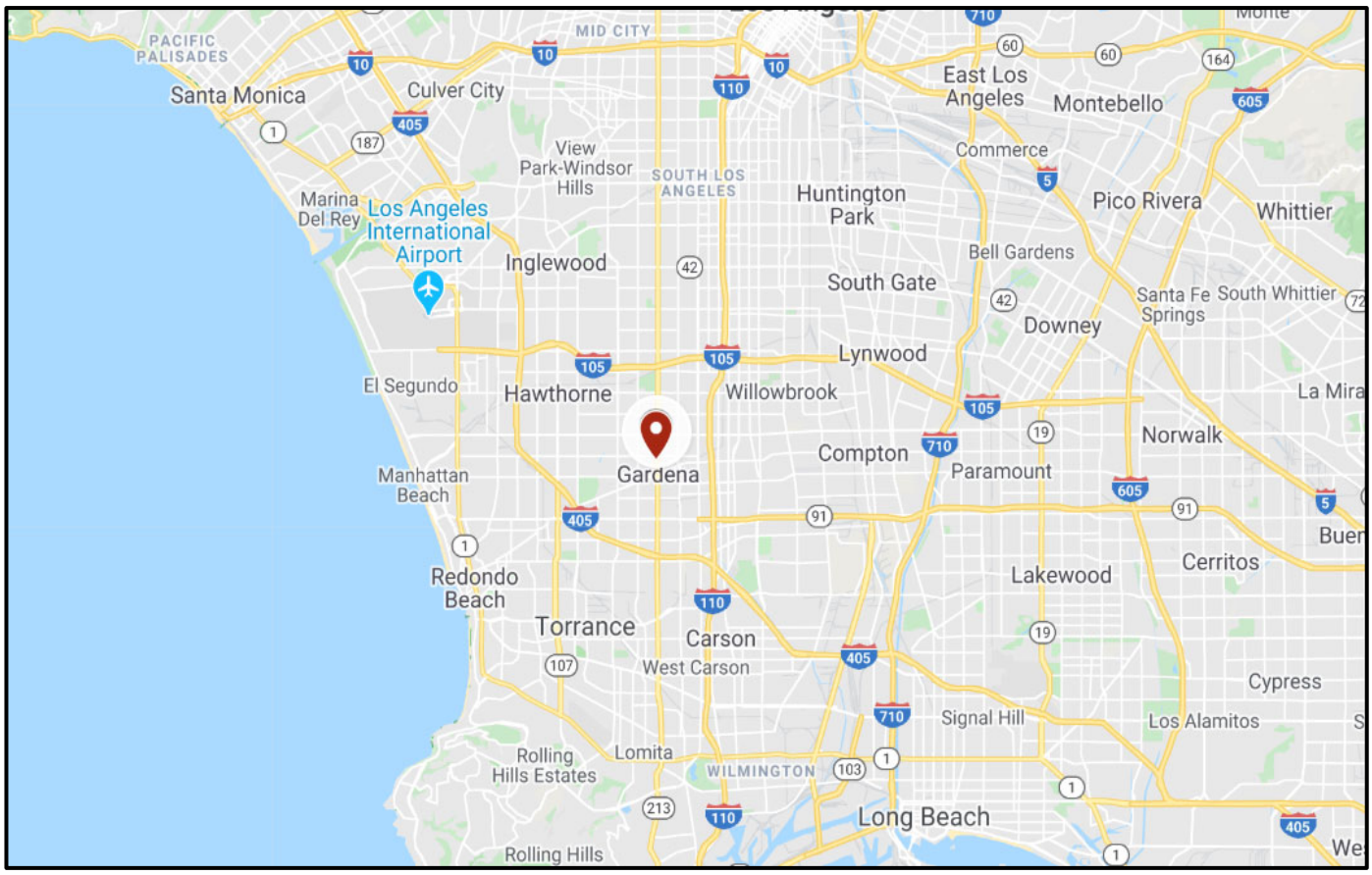
Thank you for your assistance.

TASHA CERDA, Mayor / MARK E. HENDERSON, Mayor Pro Tem
PAULETTE C. FRANCIS, Councilmember / ART KASKANIAN, Councilmember / RODNEY G. TANAKA, Councilmember
MINA SEMENZA, City Clerk / J. INGRID TSUKIYAMA, City Treasurer / CLINT OSORIO, City Manager / CARMEN VASQUEZ, City Attorney

John Signo
Senior Planner

Attachments: Regional Vicinity Map
General Plan/Zoning Changes

Regional Vicinity Map



PARAMETERS OF GENERAL PLAN AMENDMENT/ZONE CHANGE FOR HOTEL DEVELOPMENT

Amend Land Use Plan to provide as follows:

General Commercial

(Maximum Permitted FAR: 0.5 in general)

The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4) and Parking (P). Higher FARs of up to 2.75 may be allowed under the zoning Code for specific uses or zones along major collectors and arterials.

Industrial

(*Maximum Permitted FAR: 1.0 in general)*

The Industrial land use designation allows for a wide variety of clean and environmentally friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones. Higher FARs of up to 2.75 may be allowed under the zoning Code for specific uses or zones along major collectors and arterials.

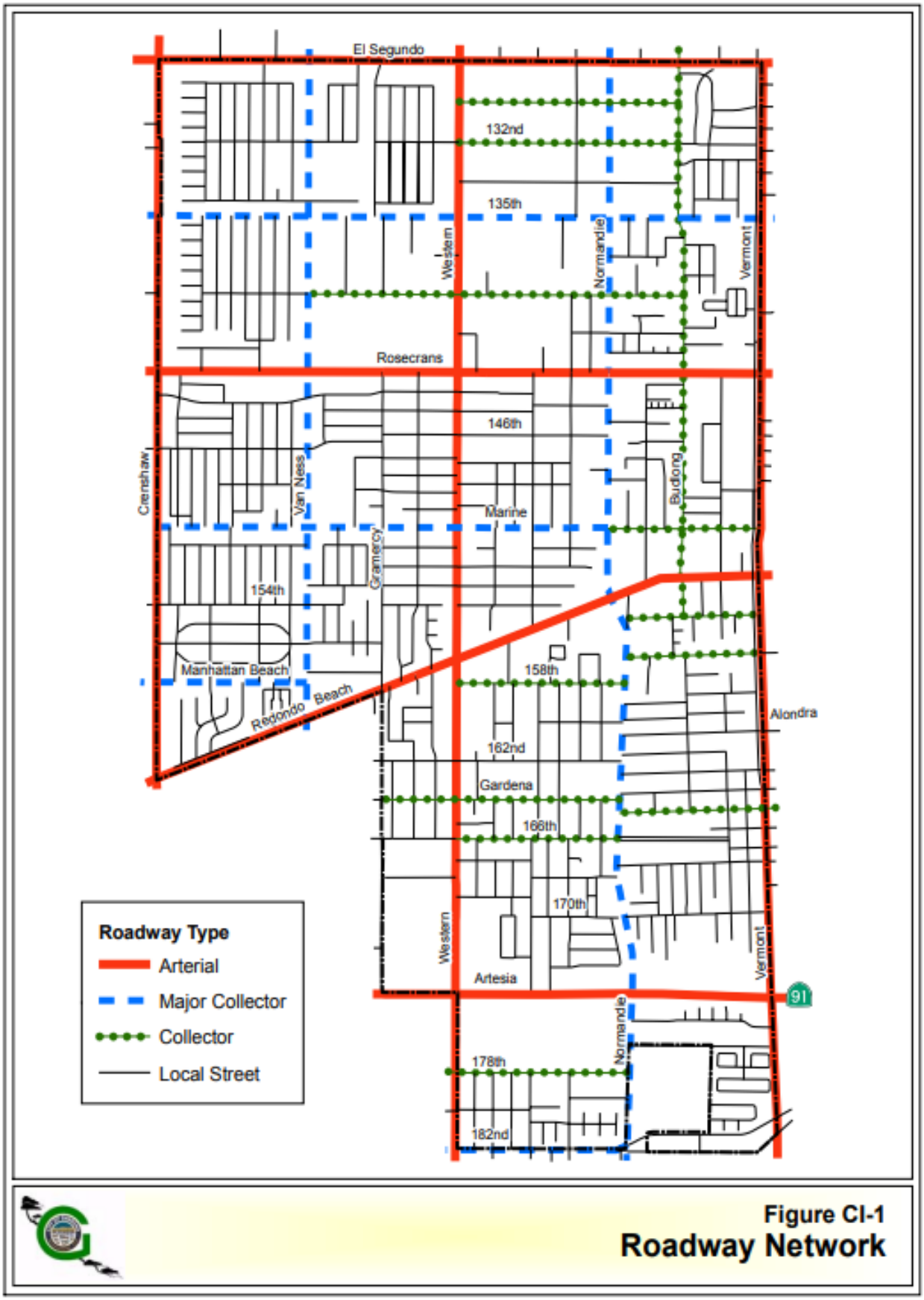


Figure CI-1
Roadway Network

Amend Zoning Code to provide as follows:

- Add definition for an Amenity Hotel which would include specified standards including minimum lobby and room size
- Allow Amenity Hotels by right in the C-3, C-4, M-1, and M-2 zones on Arterials and Major Collector streets; retain CUP all other types of hotels and motels
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    - Reduce parking standards from: One space per guest room for guest parking, plus one space per six rooms for employee parking with a minimum of three spaces for employees, plus provision of spaces for additional uses within the hotel/motel complex to a lower standard, most likely one space per each guest room up to 100 and then a fractional requirement for rooms above 100
    - Increase compact parking spaces from 25 percent to 30 percent
    - Allow reduction in 26 foot aisle width to 24 feet

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The Gabrielino Tribal Council - San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

August 7, 2020

Project Name: General Plan Amendment and Zone Changes to increase allowable FAR and Amend the Zoning Code Relating to Development Standards for Amenity Hotels City of Gardena Los Angeles County

Thank you for your letter dated July 30,2020. Regarding the project above. This is to concur that we are in agreement with the zone change and General Plan Amendment. However, our Tribal government would like to request consultation for any and all future projects within this location.

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Dr. Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians.org admin@gabrielenoindians.org

Appendix C
Transportation Memorandum

KITTELSON & ASSOCIATES
750 THE CITY DRIVE, SUITE 410
ORANGE, CA 92868
P 714.468.1997

MEMORANDUM

Date:	December 9, 2020	Project #25538
To:	City of Gardena	
From:	Michael Sahimi and Tim Erney, Kittelson & Associates, Inc.	
Project:	Hotel Development Standards General Plan & Zoning Code Amendment Project	
Subject:	Transportation Memorandum	

This transportation memorandum summarizes the California Environmental Quality Act (CEQA) vehicle miles traveled (VMT) analysis for the proposed Hotel Development Standards General Plan Amendment and Zoning Code Amendment (Project) for the City of Gardena. The Project would apply to all properties within the City of Gardena that are designated General Commercial and Industrial and zoned General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2), and that are located on an Arterial or Major Collector. The City of Gardena is proposing to amend the General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels, provide clean-up language to the General Plan Land Use Plan to incorporate previous amendments to the Zoning Code, and to provide other minor clean-up language to the Zoning Code.

The following sections and sub-sections are included in this memo:

- Project Description
- VMT Analysis
    - VMT Screening
    - VMT Impact Analysis
    - VMT Mitigation
- Summary and Conclusions

The contents of this assessment are based on the City's *SB 743 Implementation Transportation Analysis Updates* (June 2020).

PROJECT DESCRIPTION

The City of Gardena is proposing to amend its General Plan and Zoning Code to provide for new and revised development standards specific to amenity hotels. An amenity hotel would be defined as a hotel with amenities such as: indoor lobby/lounge area with complimentary Wi-Fi meant for guests to sit, relax, and work; spa facilities; outside lounge areas meant for guests to sit, relax, and work, including common area patios and rooftop decks; pool or other improved recreation areas; gym facilities; conference

centers; or other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

The City is also proposing to clean-up language to the General Plan Land Use Plan to incorporate previous amendments to the Zoning Code, and other minor clean-up language to the Zoning Code. The Project would apply to all properties within the City that are designated General Commercial and Industrial and zoned General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1), and General Industrial (M-2), and that are located on an Arterial or Major Collector. Arterials and Major Collectors and shown in Figure 1 and defined in the City's General Plan Circulation Plan (updated in 2020).[1]

With respect to the General Plan, the Project would include a General Plan Amendment to amend the Land Use Plan for the General Commercial and Industrial designations to allow for an increased floor area ratio (FAR) for specific uses or zones along major collectors and arterials. With respect to the Zoning code, the Project would include Zoning Code Amendments to amend the hotel development standards specific to amenity hotels and to provide minor clean-up and revisions to the Zoning code.

The descriptions for non-residential land uses specific to General Commercial and Industrial would be updated as follows as part of the General Plan Amendment:

- General Commercial
    - Maximum Permitted FAR: 0.5 in general
    - Higher FARs of up to 2.75 may be allowed under the Zoning Code for specific uses or zones along major collectors and arterials.
- Industrial
    - Maximum Permitted FAR: 1.0 in general
    - Higher FARs of up to 2.75 may be allowed under the Zoning Code for specific uses or zones along major collectors and arterials

In addition, amenity hotels would be added as a permitted use as part of the Zoning Code Amendments in the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1) and General Industrial (M-2) zones.

Parcels that have been deemed possible amenity hotel sites are shown in Figure 1.

In addition to the commercial and industrial sites shown in Figure 1, one additional site located at the northeast corner of Rosecrans Avenue and Budlong Avenue has been identified as having the potential to accommodate an amenity hotel. The property owner has recently requested to redesignate the 4.59-acre property as General Commercial with a Mixed-Use Overlay in the Land Use Plan and rezone the property as General Commercial (C-3) with a Mixed-Use Overlay (MUO) designation; the 1108 W. 141st Street GPA & ZC Project is currently undergoing approval. The 1108 W. 141st Street GPA & ZC Project

[1] https://www.cityofgardena.org/wp-content/uploads/2016/04/Circulation-Plan-2020-Update.pdf

Mitigated Negative Declaration (MND) considered the potential for development of a four-story hotel (65 feet high) with up to 126 rooms within a single structure of approximately 68,000 square feet and a separate 5,000 square foot restaurant on 2.0 acres of the 4.59-acre site. As documented in the MND, the proposed site would not fully screen out of a detailed VMT analysis, which resulted in a project VMT impact and cumulative VMT impact and a mitigation measure of a $3.67 per day per employee transit subsidy with a minimum of 27% hotel employee eligibility.

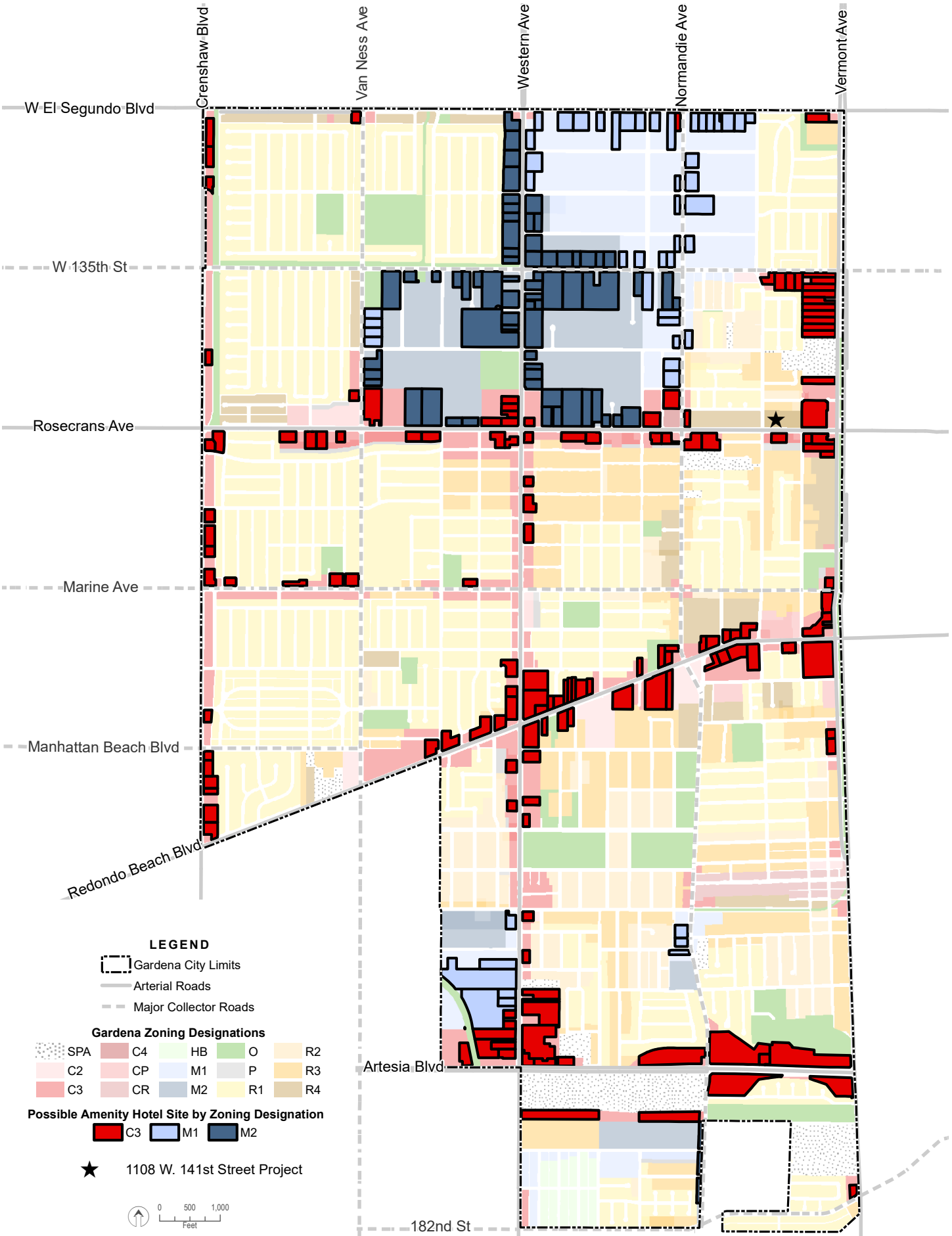

Figure 1: Possible Amenity Hotel Sites

Sources: Los Angeles County GIS; Gardena Zoning Map, January 2018. Date: October 20, 20

VMT ANALYSIS

This section details the VMT analysis conducted for CEQA purposes in accordance with the City's adopted VMT standards and thresholds.

The Project does not involve site-specific development at this time, since the intent of the proposed modifications, specific to amenity hotels, is to encourage future development of amenity hotels within the City. The City anticipates that up to four amenity hotels with up to 450 hotel rooms in total could be accommodated on Arterials and Major Collector Streets within the General Commercial (C-3), Heavy Commercial (C-4), Industrial (M-1) and General Industrial (M-2) zones of the City.

The exact location and specific development characteristics of the potential amenity hotels are not currently known. Therefore, VMT analysis determined potential impacts and mitigation measures for the various areas of the city that could potentially accommodate an amenity hotel under this Project. The steps in this VMT analysis were as follows:

- Conduct a screening analysis to identify locations in the city where projects could be screened out of a detailed VMT analysis, either due to being in a low VMT area or in a high-quality transit area.
- Determine locations in the city where a hotel project would not be screened out through the transit screening or low VMT area screening criteria and determine the VMT impacts of locating hotel projects in those areas.
- Develop mitigation measures that could be implemented if a project would exceed the significance threshold for VMT impacts.

Note, the separate analysis conducted for the 1108 W. 141st Street GPA & ZC Project MND determined that the restaurant portion of that site would screen out under the Project Type screening criteria (local-serving retail project less than 50,000 square feet); while the site is located in a High-Quality Transit Area (HQTA), a hotel at this site would not qualify to screen out under the Transit Proximity screening criteria due to inconsistency with the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS). Therefore, the project's hotel component required a detailed VMT analysis of VMT per employee generated by the site, which resulted in a project VMT impact and a cumulative VMT impact for a hotel at this site. The MND documented that a mitigation measure of a $3.67 per day per employee transit subsidy (with a minimum of 27% hotel employee eligibility) would reduce a significant project impact and significant cumulative impact at this site to less-than-significant with mitigation.

VMT Screening

The City's transportation analysis guidelines include criteria for individual project screening, which can be used to screen projects or components of mixed-use projects that are expected to generate low VMT out of a detailed VMT analysis. The City's three VMT screening criteria and determinations are listed below.

(1) Project Type Screening

Projects that generate less than 110 daily trips, local-serving retail projects less than 50,000 square feet, and affordable housing projects may be screened from conducting a VMT analysis. None of these conditions would apply to this Project. It should be noted that a 100-room hotel would generate 836 daily trips, based on Institute of Transportation Engineers (ITE) trip generation rates.

(2) Transit Proximity Screening

Projects located within a HQTA would be screened from a detailed VMT analysis if the project does not have certain characteristics. This screening criteria cannot be applied if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75 (for office, retail, hotel, and industrial projects) or less than 20 units per acre (for residential projects).
- Includes more parking for use by residents, customers, or employees than required by the City (unless additional parking is being provided for design feasibility, such as completing the floor of a subterranean or structured parking facility, or if additional parking is located within the project site to serve adjacent uses).
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the City).
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

According to Figure 3 in the City's guidelines, the majority of potential hotel sites are located in a frequent transit area (within a half-mile radius of an existing or planned major transit stop, or an existing stop along a high-quality transit corridor, which has fixed route bus service with service intervals no longer than 15 minutes during peak commute hours). In addition, this Project would meet the other criteria necessary to screen out due to transit proximity:

- Hotels will have FARs of at least 0.75.
- The City has indicated that supplying parking in excess of minimum requirements would be prohibited.
- The Project is consistent with the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS) since no land use changes are proposed and the number of residential units in the city would not be affected.
- Hotels would not replace residential units.

Under the transit proximity screening criteria, 260 of the 268 potential hotel site parcels would screen out of a VMT analysis. The following areas and parcels would not screen out:

- North side of Marine Avenue between Van Ness Avenue and Wadkins Avenue
    - APN 4064-015-020
    - APN 4064-023-018
    - APN 4064-023-034

- APN 4064-030-019
- West side of Normandie Avenue between 166th Street and W. 170th Street
  - APN 6106-027-039
  - APN 6106-027-028
  - APN 6106-030-011
- The 1108 W. 141st Street site (as documented in the GPA & ZC Project MND)

(3) Low VMT Area Screening

Projects that are assessed using home-based work VMT per employee (such as hotels) in a low-VMT generating area may be screened from a VMT analysis. According to Figure 1 in the City's guidelines, several potential sites are located in areas with a daily home-based work VMT per employee that is below 85% of the regional average. However, most of these sites are already covered under the areas screened out under the transit proximity screening criteria, as shown in Figure 2. However, parcel 4064-015-020 (north side of Marine Avenue between Wadkins Avenue and Miller Avenue) was not screened out under the transit proximity criteria but is screened out under the low VMT area screening criteria, as shown in the figure.

Screening Analysis Results

The results of the VMT screening are shown in Figure 2. Based on the VMT screening, 261 of the 268 potential hotel site parcels would screen out of a VMT analysis; hotels located at these sites would result in a **less-than-significant** VMT impact and would not require mitigation measures.

The following areas and parcels are not screened out and would require a VMT analysis:

- North side of Marine Avenue between Van Ness Avenue and Wadkins Avenue
  - APN 4064-023-018
  - APN 4064-023-034
  - APN 4064-030-019
- West side of Normandie Avenue between 166th Street and W. 170th Street
  - APN 6106-027-039
  - APN 6106-027-028
  - APN 6106-030-011

Therefore, a VMT impact analysis must be conducted for projects that may be located in the six parcels that were not screened out.

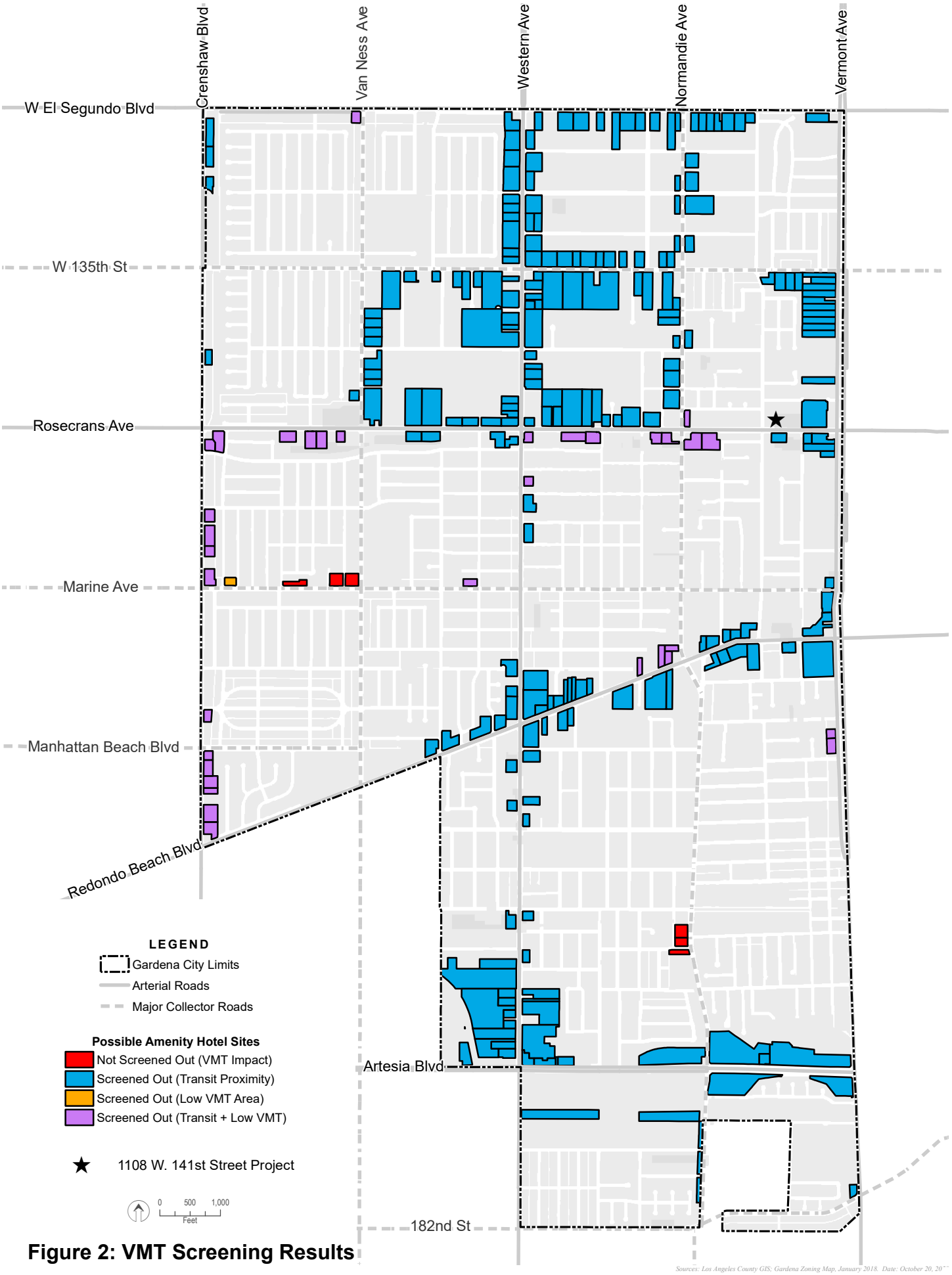

Figure 2: VMT Screening Results

Sources: Los Angeles County GIS; Gardena Zoning Map, January 2018. Date: October 20, 20[illegible]

VMT Impact Analysis

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

- **Project Threshold**: A significant impact will occur if the project generates daily home-based work VMT per employee in excess of the impact threshold of 14.65 VMT per employee.
- **Cumulative Threshold**: A significant impact will occur if the project threshold is exceeded or if the project is determined to be inconsistent with the SCAG SCS.

To determine project-related VMT impacts resulting from projects located in the non-screened areas in the city, existing home-based work VMT per employee for the sites were extracted from the City's spreadsheet-based VMT estimating tool. This tool provides existing (2020) residential and employment VMT estimates for the region, the city, and the city's transportation analysis zones (TAZs) interpolated from the base year and cumulative year SCAG regional travel demand models. A screenshot of the tool with the relevant VMT data is included as an attachment to this memo.

APN 4064-023-018/4064-023-034/4064-030-019 (North side of Marine Avenue)

These parcels are located in TAZ 21221100. According to the City's tool, a hotel project at these sites is expected to generate 15.12 VMT per employee. The sites' expected home-based work VMT per employee would exceed the threshold of 14.65 VMT per employee. Since a hotel at these sites is estimated to generate daily home-based work VMT per employee higher than the threshold, it would result in a **significant** VMT impact.

Since the project threshold is exceeded, a hotel project at these sites would also result in a **significant cumulative** VMT impact.

APN 6106-027-039/6106-027-028/6106-030-011 (West side of Normandie Avenue)

These TAZs are located in TAZ 21229100. According to the City's tool, a hotel project at these sites is expected to generate 15.72 VMT per employee. The sites' expected home-based work VMT per employee would exceed the threshold of 14.65 VMT per employee. Since a hotel at these sites is estimated to generate daily home-based work VMT per employee higher than the threshold, it would result in a **significant** VMT impact.

Since the project threshold is exceeded, a hotel project at these sites would also result in a **significant cumulative** VMT impact.

VMT Mitigation

Given that the expected home-based work VMT per employee that would be generated by a hotel project at these parcels is higher than the threshold of 14.65 VMT per employee, hotel projects located at these parcels would result in a significant project impact and significant cumulative impact. Project VMT must be reduced to 14.65 VMT per employee with mitigation in the following areas:

- **APN 4064-023-018/4064-023-034/4064-030-019**: Project VMT must be reduced from 15.12 VMT per employee to 14.65 VMT per employee, representing a 3.1% decrease.
- **APN 6106-027-039/6106-027-028/6106-030-011**: Project VMT must be reduced from 15.72 VMT per employee to 14.65 VMT per employee, representing a 6.8% decrease.

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

Given that hotels are employment projects with home-based work VMT as the metric, the commute-focused mitigation measures provided in Table 1 were selected from the City's list of recommended measures. Note, more recent research published by the San Diego Association of Governments (SANDAG) in June 2019 in the *Mobility Management VMT Reduction Calculator Tool – Design Document*[2] provides updates to the maximum VMT reductions for an employer transit pass subsidy based on information that has been made available since the publication of the 2010 CAPCOA documentation as well as accounts for as inflation. Therefore, SANDAG's transit subsidy VMT reduction methodology has been substituted for CAPCOA's.

Table 1: Applicable Mitigation Measures

Measure	Description	Source
Price Workplace Parking	Pricing workplace parking may include charging for parking, implementing above market rate pricing, validating parking only for invited guests, not providing employee parking and transportation allowances, and educating employees about available alternatives. This strategy focuses on implementing market rate and above market rate pricing to provide a price signal for employees to consider alternative modes for their work commute.	CAPCOA Measure 3.4.14
Rideshare Program	A rideshare program includes TDM strategies designed to increase average vehicle occupancy by encouraging carpooling and vanpooling. Carpooling and vanpooling can be encouraged through programmatic features, such as a platform or database that matches potential riders (e.g. Zimride), and through incentives, such as payments to individuals who participate in each mode.	CAPCOA Measure 3.4.3

[2] This document can be found online at: https://www.icommutesd.com/docs/default-source/planning/tool-design-document_final_7-17-19.pdf?sfvrsn=ec39eb3b_2

Measure	Description	Source
Employee Transit Subsidies	Transit subsidies are direct payments to individuals for use of public transit.	SANDAG Measure 1D
Promotions and Marketing	Commute trip reduction marketing programs are part of a traditional TDM program and often focus on advertising non-driving options to individuals. This may include direct outreach, help with trip planning, and development of promotional materials. This strategy can include the deployment of products, such as TransitScreen, that provide real-time transit and other transportation information in common spaces of a development. This strategy's efficacy is affected by the level of investment in the program, the staff involved, and the other measures implemented.	CAPCOA Measure 3.4.7

These select measures were compared to the VMT reductions necessary for hotel projects in each of the two areas. A menu of mitigation measures (or a combination of measures) that could be applied at each location are detailed below, along with the assumptions necessary to reduce VMT per employee below the threshold of 14.65 VMT per employee. Detailed calculations are provided as an attachment to this memo.

Note, the CAPCOA and SANDAG methodologies provide reductions which are sensitive to an area's land use and transportation context (urban, suburban-center, or suburban). For calculation purposes, the city's land use and transportation context were characterized as suburban-center. Definitions for each setting type are provided as an attachment to this memo.

APN 4064-023-018/4064-023-034/4064-030-019

Project VMT must be reduced from 15.12 VMT per employee to 14.65 VMT per employee, representing a 3.1% decrease. Individual TDM measures are sufficient to achieve this reduction, as provided below:

- Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge.
    - To achieve the necessary 3.1% reduction, a minimum of 84% of employees must be subject to a $2 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
    - To achieve the necessary 3.1% reduction, a minimum of 31% of employees must be eligible for this program.
- Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program.
    - To achieve the necessary 3.1% reduction, a minimum of 60% of employees must be eligible for this program.
    - This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.
- Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program.

- To achieve the necessary 3.1% reduction, a minimum of 78% of employees must be eligible for this program.

It should be noted that the Price Workplace Parking measure should be complemented by other measures to prevent employee parking spillover onto adjacent streets or residential areas.

Based on the available menu of mitigation measures outlined above, VMT mitigation measures could be applied to hotels at these sites to reduce the significant project impact and significant cumulative impact to **less-than-significant with mitigation**.

APN 6106-027-039/6106-027-028/6106-030-011

Project VMT must be reduced from 15.72 VMT per employee to 14.65 VMT per employee, representing a 6.8% decrease. The following individual TDM measures are sufficient to achieve this reduction:

- Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge.
  - To achieve the necessary 6.8% reduction, a minimum of 100% of employees must be subject to a $6 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 68% of employees must be eligible for this program.

It should be noted that the Price Workplace Parking measure should be complemented by other measures to prevent employee parking spillover onto adjacent streets or residential areas.

The following combination of measures can also achieve the necessary 6.8% VMT reduction:

- Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

Based on the available menu of mitigation measures outlined above, VMT mitigation measures could be applied to hotels at these sites to reduce the significant project impact and significant cumulative impact to **less-than-significant with mitigation**.

SUMMARY AND CONCLUSIONS

Under the City's transit proximity screening criteria, 261 of the 268 potential hotel site parcels would screen out of a VMT analysis; hotels located at these sites would result in a **less-than-significant** VMT impact and would not require mitigation measures.

The following areas and parcels are not screened out and would require a VMT analysis:

- North side of Marine Avenue between Van Ness Avenue and Wadkins Avenue
    - APN 4064-023-018
    - APN 4064-023-034
    - APN 4064-030-019
- West side of Normandie Avenue between 166th Street and W. 170th Street
    - APN 6106-027-039
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    - APN 6106-030-011
- The 1108 W. 141st Street site (as documented in the GPA & ZC Project MND)

Hotels in the above-listed parcels would result in a **significant** VMT impact and a **significant cumulative** VMT impact. The following menu of mitigation measures provides options for reducing the VMT impact of potential hotel projects in those areas to **less-than-significant with mitigation**.

- **APN 4064-023-018/4064-023-034/4064-030-019**: Project VMT must be reduced from 15.12 VMT per employee to 14.65 VMT per employee, representing a 3.1% decrease. Projects would need to implement one of the following measures to reduce VMT to less-than-significant levels:
    - Implement Price Workplace Parking.
    - Implement Rideshare Program.
    - Implement Employee Transit Subsidies.
    - Implement Promotions and Marketing.
- **APN 6106-027-039/6106-027-028/6106-030-011**: Project VMT must be reduced from 15.72 VMT per employee to 14.65 VMT per employee, representing a 6.8% decrease. Projects would need to implement one of the following to reduce VMT to less-than-significant levels:
    - Implement Price Workplace Parking.
    - Implement Rideshare Program.
    - Implement Employee Transit Subsidies and Promotions and Marketing.

The separate analysis conducted for the 1108 W. 141st Street GPA & ZC Project MND determined that a hotel at this site would result in a **significant** VMT impact and a **significant cumulative** VMT. The MND documented that implementing employee transit subsidies would reduce impacts to **less-than-significant with mitigation**.

Attachment A: City of Gardena VMT Spreadsheet Tool Screenshot

Attachment B: CAPCOA and SANDAG Place Type Definitions

Attachment C: VMT Mitigation Calculations

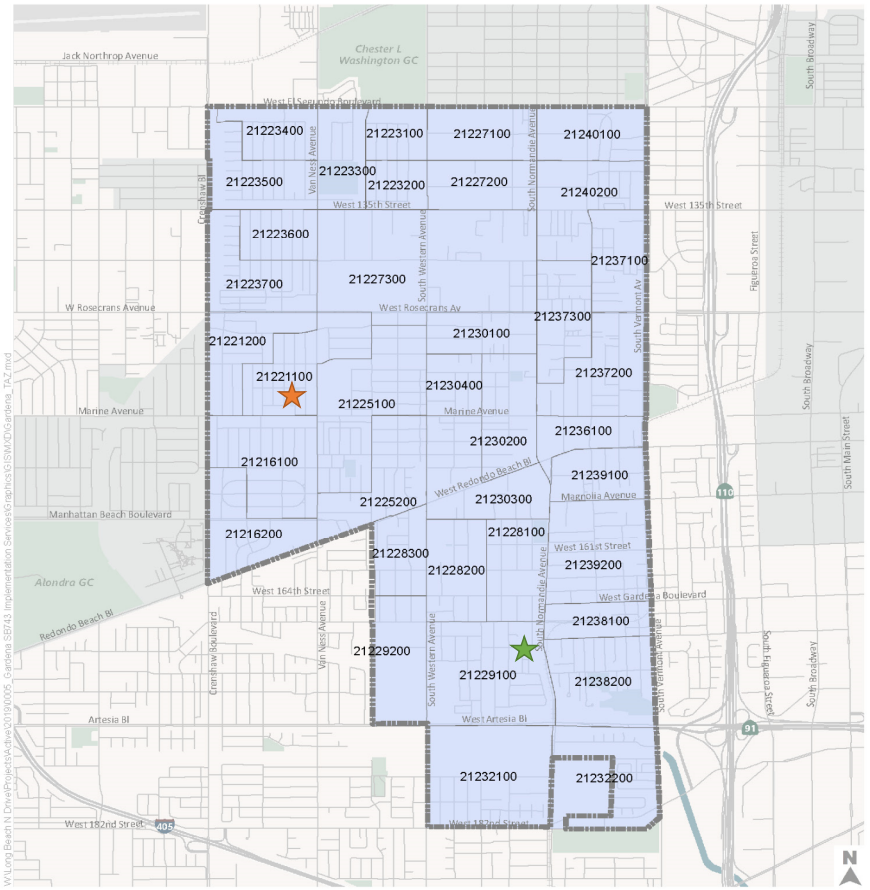
Attachment A: City of Gardena VMT Spreadsheet Tool Screenshot

2020 VMT Summary

SCAG Tier 2 TAZ ID	Population	Employment	Home-Based Work VMT Summary: Home Based Work VMT	Home Based Work VMT per Employee	Regional Home Based Work VMT per Employee	Regional Home Based Work VMT per Employee % Difference
21216100	2,415	266	3,741	14.06	17.23	-18.4%
21216200	1,821	646	9,529	14.76	17.23	-14.4%
21221100	1,986	248	3,743	15.12	17.23	-12.3%
21221200	1,225	747	10,204	13.66	17.23	-20.8%
21223100	918	187	3,188	17.02	17.23	-1.2%
21223200	567	238	4,097	17.25	17.23	0.1%
21223300	997	86	982	11.37	17.23	-34.1%
21223400	1,262	65	807	12.38	17.23	-28.2%
21223500	1,182	313	4,737	15.11	17.23	-12.3%
21223600	1,506	39	427	10.95	17.23	-36.5%
21223700	1,887	746	11,742	15.74	17.23	-8.7%
21225100	3,166	717	10,099	14.08	17.23	-18.3%
21225200	1,438	1,143	17,890	15.66	17.23	-9.2%
21227100	317	782	13,652	17.46	17.23	1.3%
21227200	333	1,279	23,159	18.11	17.23	5.1%
21227300	404	5,622	96,726	17.20	17.23	-0.2%
21228100	1,538	413	6,994	16.92	17.23	-1.8%
21228200	1,465	1,037	15,264	14.72	17.23	-14.6%
21228300	1,065	534	9,125	17.08	17.23	-0.9%
21229100	3,115	1,156	18,163	15.72	17.23	-8.8%
21229200	897	722	12,005	16.62	17.23	-3.6%
21230100	2,319	299	4,242	14.17	17.23	-17.8%
21230200	2,701	663	8,451	12.75	17.23	-26.0%
21230300	1,511	1,706	25,936	15.20	17.23	-11.8%
21230400	1,506	127	1,929	15.22	17.23	-11.7%
21232100	1,677	1,791	32,911	18.37	17.23	6.6%
21232200	1,260	803	14,835	18.48	17.23	7.3%
21236100	1,605	1,844	29,149	15.81	17.23	-8.3%
21237100	1,615	938	13,938	14.86	17.23	-13.8%
21237200	3,616	655	10,652	16.26	17.23	-5.6%
21237300	2,305	159	2,273	14.32	17.23	-16.9%
21238100	1,925	395	6,318	16.00	17.23	-7.2%
21238200	2,370	488	7,745	15.88	17.23	-7.9%
21239100	1,394	1,948	31,732	16.29	17.23	-5.5%
21239200	3,098	599	7,871	13.14	17.23	-23.8%
21240100	1,412	732	12,946	17.68	17.23	2.6%
21240200	2,155	558	10,519	18.86	17.23	9.4%

Source: SCAG 2016 RTP/SCS Travel Demand Model; 2020 results interpolated based on 2012 Baseline and 2040 Futu

At least 15% below SCAG Regional Average
0-15% below SCAG Regional Average
Higher than SCAG Regional Average



SCAG Tier 2 TAZ ID

Attachment B: CAPCOA and SANDAG Place Type Definitions

The definitions used by CAPCOA and SANDAG to define each setting category are as follows:

Low-density suburb: Dispersed, low-density, single-use, automobile-dependent land use patterns, usually outside of the central city. Other characteristics may include: 20+ miles from regional central business district; more housing than jobs; buildings are one to two stories; curvilinear (cul-de-sac) street patterns; parking between street and office or retail and large-lot residential parking is common; ample parking and largely surface lot–based; no parking prices; limited bus service with peak headways 30+ minutes.

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

Urban: Located within a central city with multi-family housing and nearby office and retail. Other characteristics may include: within or less than five miles from the central business district; jobs/housing ratio > 1.5; buildings are at least six stories; grid street pattern; minimal setbacks; constrained parking supply; high parking prices; and high-quality rail service and/or comprehensive bus service.

Source: San Diego Association of Governments (SANDAG) *Mobility Management VMT Reduction Calculator Tool – Design Document* (June 2019)

Attachment C: VMT Mitigation Calculations

APN 4064-023-018/4064-023-034/4064-030-019 -- Reduce VMT per Employee by 3.1%

<table>
<tr><th>Mitigtion Measure and Source</th><th>Formula and Variables</th><th>Relevant Tables and Other Info</th><th>Assumptions</th><th>Reduction (100% Employees Eligible)</th><th>Minimum % of Employees for Necessary Reduction</th></tr>
<tr><td>Price Workplace Parking (CAPCOA 3.4.14)</td><td>% VMT Reduction = A * B

Where
A = Percentage reduction in commute VMT
B = Percent of employees subject to priced parking</td><td>A:<table><tr><th></th><th colspan="4">Daily Parking Charge</th></tr><tr><th>Project Location</th><th>$1</th><th>$2</th><th>$3</th><th>$6</th></tr><tr><td>Low-Density Suburb</td><td>0.5%</td><td>1.2%</td><td>1.9%</td><td>2.8%</td></tr><tr><td>Suburban Center</td><td>1.8%</td><td>3.7%</td><td>5.4%</td><td>6.8%</td></tr><tr><td>Urban</td><td>6.9%</td><td>12.5%</td><td>16.8%</td><td>19.7%</td></tr></table></td><td>Suburban Center; daily parking charge of $2</td><td>3.7%</td><td>84%</td></tr>
<tr><td>Rideshare Program (CAPCOA 3.4.3)</td><td>% VMT Reduction = Commute * Employee

Where
Commute = % reduction in commute VMT
Employee = % employees eligible</td><td>Commute: 5% (low density suburb), 10% (suburban center), 15% (urban) annual reduction in commute VMT</td><td>Suburban Center</td><td>10.0%</td><td>31%</td></tr>
<tr><td>Employee Transit Subsidies (SANDAG 1D)</td><td>% change in VMT = % of employees eligible × % change in commute VMT

Where:
% of employees eligible will usually be 100%.
% change in commute VMT differs by place type (low-density suburb, suburban center, or urban) and level of daily transit subsidy ($1 to $4)</td><td>Change in Commute VMT:<table><tr><th></th><th colspan="4">Subsidy Level Per Day</th></tr><tr><th>Place Type</th><th>$1</th><th>$2</th><th>$3</th><th>$4</th></tr><tr><td>Low-Density Suburb</td><td>-0.1%</td><td>-0.2%</td><td>-0.4%</td><td>-0.6%</td></tr><tr><td>Suburban Center</td><td>-1.1%</td><td>-2.4%</td><td>-4.1%</td><td>-5.8%</td></tr><tr><td>Urban</td><td>-2.2%</td><td>-4.7%</td><td>-7.8%</td><td>-10.9%</td></tr></table></td><td>Suburban Center; EZ Pass subsidy of approximately $3.67, interpolated between $3 and $4.</td><td>5.2%</td><td>60%</td></tr>
<tr><td>Promotions and Marketing (CAPCOA 3.4.7)</td><td>% Commute VMT Reduction = A * B * C

Where
A = % reduction in commute vehicle trips
B = % employees eligible
C = Adjustment from commute VT to commute VMT</td><td>A: 4%
C: 1.0</td><td>n/a</td><td>4.0%</td><td>78%</td></tr>
</table>

APN 6106-027-039/6106-027-028/6106-030-011 -- Reduce VMT per Employee by 6.8%

Mitigtion Measure and Source	Formula and Variables	Relevant Tables and Other Info	Assumptions	Reduction (100% Employees Eligible)	Minimum % of Employees for Necessary Reduction
Price Workplace Parking (CAPCOA 3.4.14)	% VMT Reduction = A * B Where A = Percentage reduction in commute VMT B = Percent of employees subject to priced parking	A: Daily Parking Charge Project Location | $1 | $2 | $3 | $6 Low-Density Suburb | 0.5% | 1.2% | 1.9% | 2.8% Suburban Center | 1.8% | 3.7% | 5.4% | 6.8% Urban | 6.9% | 12.5% | 16.8% | 19.7%	Suburban Center; daily parking charge of $6	6.8%	100%
Rideshare Program (CAPCOA 3.4.3)	% VMT Reduction = Commute * Employee Where Commute = % reduction in commute VMT Employee = % employees eligible	Commute: 5% (low density suburb), 10% (suburban center), 15% (urban) annual reduction in commute VMT	Suburban Center	10.0%	68%

Mitigtion Measure and Source	Formula and Variables	Relevant Tables and Other Info	Assumptions	Reduction (100% Employees Eligible)	Combined Reduction
Employee Transit Subsidies (SANDAG 1D)	% change in VMT = % of employees eligible × % change in commute VMT Where: % of employees eligible will usually be 100%. % change in commute VMT differs by place type (low-density suburb, suburban center, or urban) and level of daily transit subsidy ($1 to $4)	Change in Commute VMT: Subsidy Level Per Day Place Type | $1 | $2 | $3 | $4 Low-Density Suburb | -0.1% | -0.2% | -0.4% | -0.6% Suburban Center | -1.1% | -2.4% | -4.1% | -5.8% Urban | -2.2% | -4.7% | -7.8% | -10.9%	Suburban Center; EZ Pass subsidy of approximately $3.67, interpolated between $3 and $4.	5.2%	9%
Promotions and Marketing (CAPCOA 3.4.7)	% Commute VMT Reduction = A * B * C Where A = % reduction in commute vehicle trips B = % employees eligible C = Adjustment from commute VT to commute VMT	A: 4% C: 1.0	n/a	4.0%	

Note: Combined VMT reduction calculated using the formula Total VMT Reduction % = 1-(1-Measure A reduction)*(1-Measure B reduction).

HOTEL DEVELOPMENT STANDARDS GENERAL PLAN & ZONING CODE AMENDMENT PROJECT

Mitigation Monitoring and Reporting Program

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

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

February 2021

MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6). Specifically, Public Resources Code § 21081.6 states:

> (a) *When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:*
>
> *(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.*
>
> *(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide the mechanism by which to monitor mitigation measures outlined in the Hotel Development Standards General Plan & Zoning Code Amendment Project Initial Study/Mitigated Negative Declaration (IS/MND). The Hotel Development Standards General Plan & Zoning Code Amendment Project MMRP has been prepared in conformance with Public Resources Code §21081.6 and City of Gardena (City) monitoring requirements.

State CEQA Guidelines §15097 provides clarification of mitigation monitoring and reporting requirements and guidance to local lead agencies on implementing strategies. The reporting or monitoring program must be designed to ensure compliance during project implementation. The City of Gardena is the Lead Agency for the Hotel Development Standards General Plan & Zoning Code Amendment Project and is therefore responsible for ensuring MMRP implementation. This MMRP has been drafted to meet Public Resources Code §21081.6 requirements as a fully enforceable monitoring program.

The MMRP Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Hotel Development Standards General Plan & Zoning Code Amendment Project file.

This MMRP delineates responsibilities for monitoring the Project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the MMRP Checklist. If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

For the purposes of the environmental analysis in the IS/MND, impacts were analyzed in each environmental issue area for the proposed Project. Consideration of standard Conditions of Approval (COAs) that apply to each respective topical area was considered, particularly if that impact would be further reduced. If a potentially significant impact remained after implementation of applicable COAs, mitigation measures were also identified in order to reduce any significant impacts.

The numbering system in the following table corresponds with the IS/MND's numbering system. The MMRP table "Verification" column will be used by the parties responsible for documenting when the mitigation measure has been completed. The City of Gardena will complete ongoing documentation and mitigation compliance monitoring. The completed MMRP and supplemental documents will be kept on file at the City of Gardena Community Development Department.

Mitigation Monitoring and Reporting Program Checklist

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
BIOLOGICAL RESOURCES						
BIO-1: If a Project site includes trees with the potential to support nesting migratory birds, construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.	Pre-Construction if Not Outside of the Nesting Season/Prior to Issuance of Permits/During Construction, if Active Nests Found	Pre-Construction Nesting Bird Survey/Nesting Bird Plan, if Active Nests Found	Applicant/ Contractor, Biologist and Community Development Manager/ City Building Official			
CULTURAL RESOURCES						
CUL-1: Future development of an amenity hotel on a property with a potential historical resource, shall require a Historic Resources Assessment prepared by a qualified professional, which shall be submitted to the City of Gardena Community Development Department for review and approval. The Historic Resource Assessment shall determine whether the resource(s) is potentially historic and if the proposed project would potentially cause a substantial adverse change to the historical resource. Feasible measures shall be identified in order to mitigate the known and potential significant effects of the subject development project, if any.	Prior to Issuance of Demolition Permits	Historic Resources Assessment	Community Development Manager			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
GEOLOGY AND SOILS						
GEO-1: If excavation activities associated with the development of an amenity hotel would occur at a depth of greater than five feet on any site mapped as middle to late Pleistocene older alluvium at the surface, paleontological resources monitoring by a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be required during ground disturbances greater than 5.0 below the historic surface elevation in native sediments. Auguring, potholing, and pile driving activities do not need to be monitored as these activities are unlikely to produce significant fossil because information about formation, depth, or context is impossible to discern. Should similar activities be planned, the qualified paleontologist shall be consulted prior to commencement so they may determine if that activity requires monitoring.	Prior to Ground Disturbing Activities During Ground Disturbing Activities	Paleontological Monitor Agreement Construction Site Monitoring & Completion of Daily Monitoring Logs	Community Development Manager/City Building Official, Approved Paleontologist and Applicant/ Contractor			
HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1: Prior to the sale or development of a property where the City is involved with the financing or acquisition of the property, the City shall require a full Phase I Environmental Assessment of the site. In addition, an environmental consultant, familiar with the handling of hazardous wastes, should be either on-site or on call to properly remove and dispose of any hazardous wastes encountered during the excavation and/or grading of the site. Construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of excavated soil. All development and businesses operating within the City shall obtain, prior to receiving a use permit, all relevant licenses and permits from the appropriate agencies charged with regulation of hazardous materials.	Prior to Sale of the Property or Prior to Issuance of Permits During Excavation and/or Site Grading Prior to Soil Disposal Prior to Issuance of a Use Permit	Phase I Environmental Site Assessment Removal of Hazardous Wastes Soil Sampling Verification of Relevant Licenses and Permits	Community Development Manager/City Building Official and Applicant/ Contractor			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
TRANSPORTATION						
TRA-1: The hotel operator of an amenity hotel on APN 4064-023-018, APN 4064-023-034, or APN 4064-030-019 shall implement at least one of the following VMT reduction measures: ○ Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge. ▪ To achieve the necessary 3.1% reduction, a minimum of 84% of employees shall be subject to a $2 per day parking charge. ○ Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program. ▪ To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 31% of employees. ○ Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program. ▪ To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 60% of employees. ▪ This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee. ○ Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program. ▪ To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 78% of employees. New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of	Upon Opening and Annual Verification Provided to City Thereafter	Verification Documentation	Hotel Operator and Community Development Manager			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of one of the VMT reduction measures shall be provided annually to the City of Gardena Community Development Department.						
TRA-2: The hotel operator of an amenity hotel on APN 6106-027-039, 6106-027-028, or 6106-030-011 shall implement at least one of the following VMT reduction measures or combination of measures: ○ Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge. ▪ To achieve the necessary 6.8% reduction, a minimum of 100% of employees shall be subject to a $6 per day parking charge. ○ Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program. ▪ To achieve the necessary 3.1% reduction, this program shall be made available to a minimum of 68% of employees. The following combination of measures can also achieve the necessary 6.8% VMT reduction: ○ Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee. New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of at least one of the VMT reduction measures or	Upon Opening and Annual Verification Provided to City Thereafter	Verification Documentation	Hotel Operator and Community Development Manager			

Mitigation Measures	Implementation Timing	Monitoring/ Reporting Methods	Responsible for Approval/ Monitoring	Verification		
				Initials	Date	Remarks
combination of measures specifically identified shall be provided annually to the City of Gardena Community Development Department.						
TRA-3: If an amenity hotel is proposed on a site meeting the conditions for an amenity hotel that was not analyzed by the *Hotel Development Standards General Plan & Zoning Code Amendment Project Transportation Memorandum*, prepared by Kittelson & Associates, dated December 9, 2020, the applicant of the proposed development shall prepare a Vehicle Miles of Travel (VMT) analysis in compliance with the City of Gardena SB 743 Implementation Transportation Analysis Updates in effect at that time for review and approval by the City of Gardena Community Development Department. The applicant shall be required to implement mitigation measures required to reduce potential VMT impacts.	Prior to Issuance of Permits	VMT Analysis per City of Gardena SB 743 Implementation Transportation Analysis Updates	Community Development Manager and Hotel Operator, if VMT Mitigation Required			
TRIBAL CULTURAL RESOURCES						
TCR-1: Within 14 days of determining that an application for an amenity hotel project is complete, the City of Gardena Community Development Department shall provide notification to the designated contact for the Gabrieleno Band of Mission Indians – Kizh Nation, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the Tribe has 30 days to request consultation.	Within 14 Days of Determining Application is Complete	Proof of Notification	Community Development Manager			

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RESOLUTION NO. 6499

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA AMENDING THE LAND USE PLAN OF THE GARDENA GENERAL PLAN TO ALLOW INCREASED FLOOR AREA RATIOS IN THE COMMERCIAL AND INDUSTRIAL LAND USE DESIGNATIONS

WHEREAS, the City's existing zoning provisions for hotels were adopted in 1990 to combat the then proliferation of hotels/motels on small narrow lots within the City that lacked amenities and led to high vacancy rates, cut-rate prices, and deleterious effects; and

WHEREAS, since that time, only one new hotel has been approved in the City; and

WHEREAS, hotels can be an important source of revenue for a city through transient occupancy taxes; and

WHEREAS, Gardena is situated to be in a position to capitalize on a demand for new hotel spaces due to its proximity to SoFi Stadium, Hollywood Park, Dignity Health Sports Park (formerly "Stub Hub"), and other attractions; and

WHEREAS, during the past year, developers have indicated that the City's development standards have been an impediment to new hotel development; and

WHEREAS, at the City Council meeting on July 14, 2020, the City Council gave direction to staff to implement changes; and

WHEREAS, the revised standards require a change to the maximum floor area ratio ("FAR") allowed under the General Commercial and Industrial land use designations of the Land Use Plan and respective zones; and

WHEREAS, the City Council desires to allow increases in the FAR and to make other changes to the Zoning Code; and

WHEREAS, in accordance with SB 18 and AB 52 requiring Tribal Consultation for General Plan amendments and projects subject to CEQA, the City sent out letters to those Native American Tribes identified by the California Native American Heritage Commission; and

WHEREAS, in response to the Tribal Consultation letters the City only received one response, from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation for future projects; and

WHEREAS, on October 13, 2020 the City Council approved a consultant agreement with De Novo Planning Group, Inc. ("De Novo") to conduct the environmental review on the proposed change in development standards, including the changes to the Land Use Plan; and

WHEREAS, De Novo prepared an Initial Study and Mitigated Negative Declaration on the proposed changes to the General Plan and zoning which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 to February 3, 2021; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the General Plan Amendment and this Ordinance, along with the Initial Study/Mitigated Negative Declaration, on February 16, 2021 at which time it considered all evidence presented, both written and oral; and

WHEREAS, at the close of the public hearing the Planning Commission adopted a Resolution recommending approval of the Initial Study/Mitigated Negative Declaration, the General Plan Amendment and the Ordinance with minor amendments; and

WHEREAS, on March 9, 2021 the City Council held a duly noticed public hearing on the Initial Study/Mitigated Negative Declaration, General Plan Amendment and Zone Change amendments, at which time it considered all evidence presented, both written and oral; and

WHEREAS, prior to adopting this Resolution the City Council adopted Resolution No. 6498, adopting the Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program;

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

SECTION 1. FINDINGS.

A. The City Council finds that adopting the changes to the General Plan represents good planning practices as it will allow for the development of high-quality hotels in the City which will provide economic benefits to the City and improve the City's tax base.

B. The General Plan Amendment is internally consistent with the following elements of the General Plan:

1. Land Use Goal 3: Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

- Land Use Policy 3.4: Attract commercial and industrial uses that minimize adverse impacts no surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

- Land Use Policy 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

2. Economic Development Goal 1: Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

3. Economic Development Goal 3: Attract desirable businesses to locate in the City.

- Economic Development Policy 3.3: Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The proposed changes will encourage the development of new hotels which will improve the image and vitality of the City. Studies have been conducted to ensure that there is adequate off-street parking and adequate space for internal circulation. New hotels will provide revenue to the City and create new employment opportunities for residents and those in surrounding communities.

4. Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Policy 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

The proposed changes will encourage the development of new hotels along arterials and major corridors which provides better access to transit options. Only seven of the proposed sites do not screen out of a VMT analysis and transportation demand management mitigation measures will be imposed on any development on those sites. The changes will also allow visitors to stay overnight in the Los Angeles area rather than travelling from distant areas and creating unneeded VMT. Alternative transportation is more abundantly provided in the Gardena area as opposed to more remote areas as the majority of the city is considered a high quality transit area (HQTA) as defined by the Southern California Association of Governments (SCAG).

5. Public Safety Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

- Public Safety Policy 2.3: Require compliance with seismic safety standards in the [Uniform] Building Code.

- Public Safety Policy 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

Site specific geotechnical studies are required for any development in the City.

6. Public Safety Goal 3: Protect public health, safety and the environment from exposure to hazardous materials and other dangers.

If construction of a new amenity hotel requires demolition of an older building, an asbestos survey will be conducted to determine the presence or absence of asbestos. Asbestos removal must be performed by a State certified asbestos containment contractor. Paint which is separated from building materials is required to be evaluated for lead, and if found, disposed of by a qualified Lead Specialist.

SECTION 2. The City Council hereby approves the following changes to the descriptions for Non-Residential Designations of the Land Use Plan (see Exhibit A).

General Commercial

(Maximum Permitted FAR: 0.5 in general; up to 2.75 for specific uses described in the Zoning Code)

The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4) and Parking (P). Higher FARs of up to 2.75 may be allowed under the Zoning Code for specific uses or zones.

Industrial

(Maximum Permitted FAR: 1.0 in general; up to 2.00 for specific uses)

The Industrial land use designation allows for a wide variety of clean and environmentally friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones. Higher FARs of up to 2.00 may be allowed under the Zoning Code for specific uses or zones.

SECTION 3. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this resolution, or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared unconstitutional.

SECTION 4. This Resolution shall take effect on the thirty-first day after passage.

SECTION 5. Certification. The City Clerk shall certify the passage of this Resolution.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

_____
TASHA CERDA, Mayor

ATTEST:

_____
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____
LISA E. KRANITZ, Assistant City Attorney

Land Use Plan

Gardena General Plan 2006
As revised March 2021

Authority

The State of California has mandated, through Title 7, Chapter 3, Article 5, the requirement that city and county governments adopt a general plan. Section 65302(a) requires a land use element as part of the general plan and reads as follows:

> *"A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, and other categories of public and private uses of the land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."*

Purpose

The purpose of the land use element of a general plan is to improve the use of the land and relationships between the different land uses in the way that best serves the health, safety, welfare and convenience of the general public. Of all sections and elements of the general plan, the land use element is the foundation and focal point of the general plan. However, it does not stand alone. Significant policy exchange and interaction must exist with the other general plan elements to form a basis for a successful general plan.

Gardena is a fully developed city and, to a large degree, the land use pattern is established. Therefore, the purpose of the Gardena General Plan 2006, as updated, is to focus on refinements to the land use patterns and polices which will encourage community rejuvenation and address changes in the marketplace that have occurred since the original General Plan was adopted in 1975. Ideally, these refinements will enhance the community over time and provide direction for the future growth of the community.

Relationship to Other Plans and Planning Tools

The inseparable relationship between the Land Use Plan and all other plans in the General Plan is especially true with the mandated Circulation, Open Space and Housing Plans. Of all the plans (elements) required by State law, the Land Use Plan has the broadest scope. Since it governs how land is to be utilized, virtually all of the issues and policies contained in other elements are embodied and reflected in the Land Use Plan. The Land Use Plan should serve to promote a balance between and among conflicting forces of growth and change as represented by the other plans and elements. In Gardena's case, with a well defined land use pattern in existence, the land use refinements discussed in this Land Use Plan need to take into consideration the impact of these refinements on traffic, housing, noise, etc. Every aspect of the envir-onment is directly or indirectly affected by land use; this is true also of the social and economic sectors.

The General Plan Law and Guidelines and the Planning, Zoning, and Development Laws govern the scope and content of the Land Use Plan for the State (California Government Code Sections 65000 et seq.). Several regional plans and programs are also considered in the formulation, adoption, and implementation of local land use policy and they are discussed as follows.

SCAG 2012-2035 RTP/SCS

In 2012, the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS is a long-range regional transportation plan that provides a blueprint for a coordinated and balanced regional transportation system in the six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) SCAG region. In addition to the mobility component of the plan, it also complies with California's Sustainable Communities and Climate Protection Act of 2008 (SB 375), which required SCAG to develop a regional "Sustainable Communities Strategy" of land use, housing, and transportation policies that will move the region towards meeting the greenhouse gas (GHG) reduction target. The RTP/SCS also includes land use and transportation policies, and population, household and employment growth forecasts for local jurisdictions that were developed from a bottom-up approach, with input from local governments and incorporating local general plans. A key element of the RTP/SCS is the household forecasts, which were the basis for the SCAG Regional Housing Needs Assessment (RHNA) and are used to develop the local housing element updates, which are tied to the land use policies.

Gardena Municipal Code

As required by the State law, the Gardena Municipal Code serves as the primary tool for implementing the goals and policies of the Land Use Plan in the General Plan. Title 18 of the Municipal Code pertains to Zoning and it specifies the types of allowable uses, as well as development standards such as minimum lot size, building heights and setbacks, parking standards and others. The Land Use Plan defines the land use policies and the Zoning Ordinance provides the detailed and specific regulations/standards for all development projects within the City.

Since this Land Use Plan was originally adopted in 2006, the development standards within the Zoning Ordinance have been updated to address the new polices, particularly with respect to the Mixed-Use Overlay designation and to bring the Zoning Ordinance into compliance with the General Plan. Additionally the Zoning Ordinance and this Land Use Plan have been updated to address the housing programs that were set forth in the Housing Element of the General Plan which was approved in 2011 and in subsequent Housing Elements.

Specific Plans

Specific plans are either advisory or regulatory documents that provide more focused guidance and regulation for particular areas. Specific plans are a useful tool to implement planning and development goals within selected areas by adopting unique standards and requirements. Generally, specific plans include land use, circulation and infrastructure plans, development standards, design guidelines, as well as phasing, financing, and implementation plans.

Specific plans can provide for all residential uses, all commercial uses, or a mix of uses as determined appropriate. Specific plans are also useful in allowing the City to provide for site-specific high-density residential and mixed-use residential development which is required to meet the City's obligations under State housing law.

As of February 2013 there are nine specific plans within the City of Gardena. The land use for eight of these is for residential development; the ninth specific plan is for mixed use development. Each specific plan is summarized in the following Table LU-1.

All four corners at the intersections of Rosecrans Boulevard and Van Ness Boulevard, Rosecrans Boulevard and Western Boulevard and Rosecrans Boulevard and Vermont Avenue have been designated as Specific Plan Study Areas. (Figure LU-4 at the end of this Plan.) However, the use of specific plans is not limited to these areas and additional specific plans may be implemented where they are beneficial to the community or help the City meet its housing requirements.

Emerald Square: 159 Single-Family Units

Table LU-1

Gardena Specific Plans

Specific Plans	Adoption Year	Location	Land Use Plan Description
Emerald Square	1999	177th St. between Budlong Ave. and Vermont Ave.	159 single-family homes within a 21.5-acre gated community.
Redondo Village	1999	Redondo Beach Blvd. west of Van Ness Ave.	Two gated residential communities consisting of 65 detached condominium units within a 5-acre gated community.
Gardena Village	1999	North side of Artesia Blvd. between Denker St. and Western Ave.	59 detached condominium units within a 5.7-acre gated community.
Cottage Place	2003	Budlong Ave. between 144th St. and 146th St.	35 detached condominium units within a 2.9-acre gated community.
Normandie Estates	2004	Southeast corner of Normandie Ave. and 168th St.	21 detached condominium units within a 1.5-acre gated community.
Carnelian	2004	Vermont Ave. between 141st St. and 135th St.	101 single-family detached homes within an 11.4-acre gated community.
Artesia Corridor	2006	South side of Artesia Blvd. between Western Ave. and Normandie Ave.	375,000 square feet of General Commercial, 40,000 square feet of restaurant and up to 300 residential units on 44-acre area.
Normandie Place	2008	14532 – 14602 Normandie Ave.	12 single-family homes within a 38,280 square foot area.
Ascot Village	2011	1249 W. 139th St.	14 single-family homes within a 43,000 square foot area

Sources: City of Gardena

Existing Land Use - 2005

Gardena is a highly urbanized city that is approximately 99 percent developed. As of January 2013 , there are approximately 31.7 acres of land considered vacant in the City. The predominant land use continues to remain low density residential which represents approximately one-fourth (26.5%) of the total area of the City. Residential land uses, which include low, medium and high density as well as mobile home parks, account for approximately 57 percent of the total City. Commercial uses which are primarily located along Artesia Boulevard, Redondo Beach Boulevard, Crenshaw Avenue, and Western Avenue account for 12.1 percent of the total land within the City. Industrial uses account for 14.7 percent of Gardena's total land and are largely located north of Rosecrans Avenue between Van Ness Avenue and Normandie Avenue. Streets and right-of-ways account for over one-fifth (21.6%) of the City land. Table LU-2 presents the land uses of the City and Figure LU-1 illustrates the land use distribution as they existed in 2005.

Table LU-2

Land Use - 2005

Land Use	Acres	Percent
Low Density Residential	1,126	30.0%
Medium Density Residential	389	10.4%
High Density Residential	82	2.2%
Mobile Home Park	58	1.5%
Mixed-Use (Residential/Commercial)	16	0.4%
Commercial	391	10.4%
Industrial	594	15.8%
Public	240	6.4%
Vacant	44	1.2%
Streets and Right of Ways	809	21.6%
Total City	3,749	100.0%

Source: City of Gardena land use survey conducted in 2005

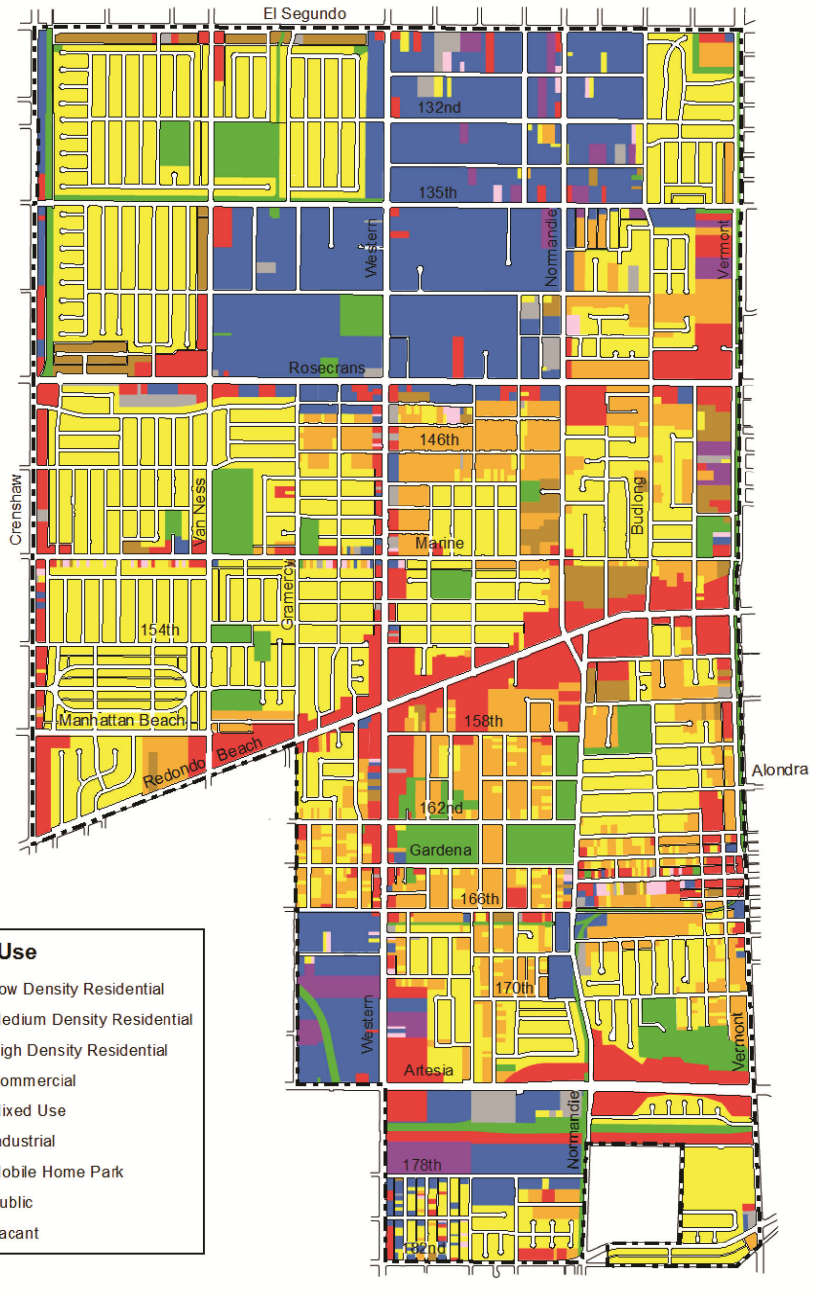


Figure LU-1
2005 Land Use

Land Use Designation

In Gardena, land uses are now separated into nine distinct categories or designations: Low Density Residential, Medium Density Residential, High Density Residential, Mixed-Use, Neighborhood Commercial, General Commercial, Industrial, Specific Plan and Public/Institutional. Each land use designation is described with a quantitative measure of intensity of use and the type of uses allowed. The distribution of the General Plan land uses are presented in Table LU-3 and the type and location of permitted land uses are shown in Figure LU-2, General Plan Land Use Policy map.

The Land Use Policy Map identifies a land use designation for each parcel of land in the City and guides the City's desired future development patterns over the next 20 years or until the next General Plan update.

Table LU-3

General Plan Land Use, Updated March 2013

Land Use	Acres	Percent
Low Density Residential	992.9	26.5%
Medium Density Residential	498.8	13.3%
High Density Residential	101.5	2.7%
Mixed-Use (Residential/Commercial)	37.3	1.0%
Specific Plan	92.4	2.5%
Neighborhood Commercial	34.8	0.9%
General Commercial	419.5	11.2%
Industrial	550.0	14.7%
Public/Institutional	211.7	5.6%
Streets and Right of Ways	809.9	21.6%
Total City	3,749.4	100.0%

*Note: * A Mixed Use Overlay Designation lies over 169.9 acres as follows: Low Density Residential – 3.8 of the 992.9 acres; Medium Density Residential 15 of the 505.5 acres; Neighborhood Commercial - 13.0 of the 34.8 acres; General Commercial - 115.4 of the 419.5 acres; and Industrial – 22.7 of the 550 acres.*

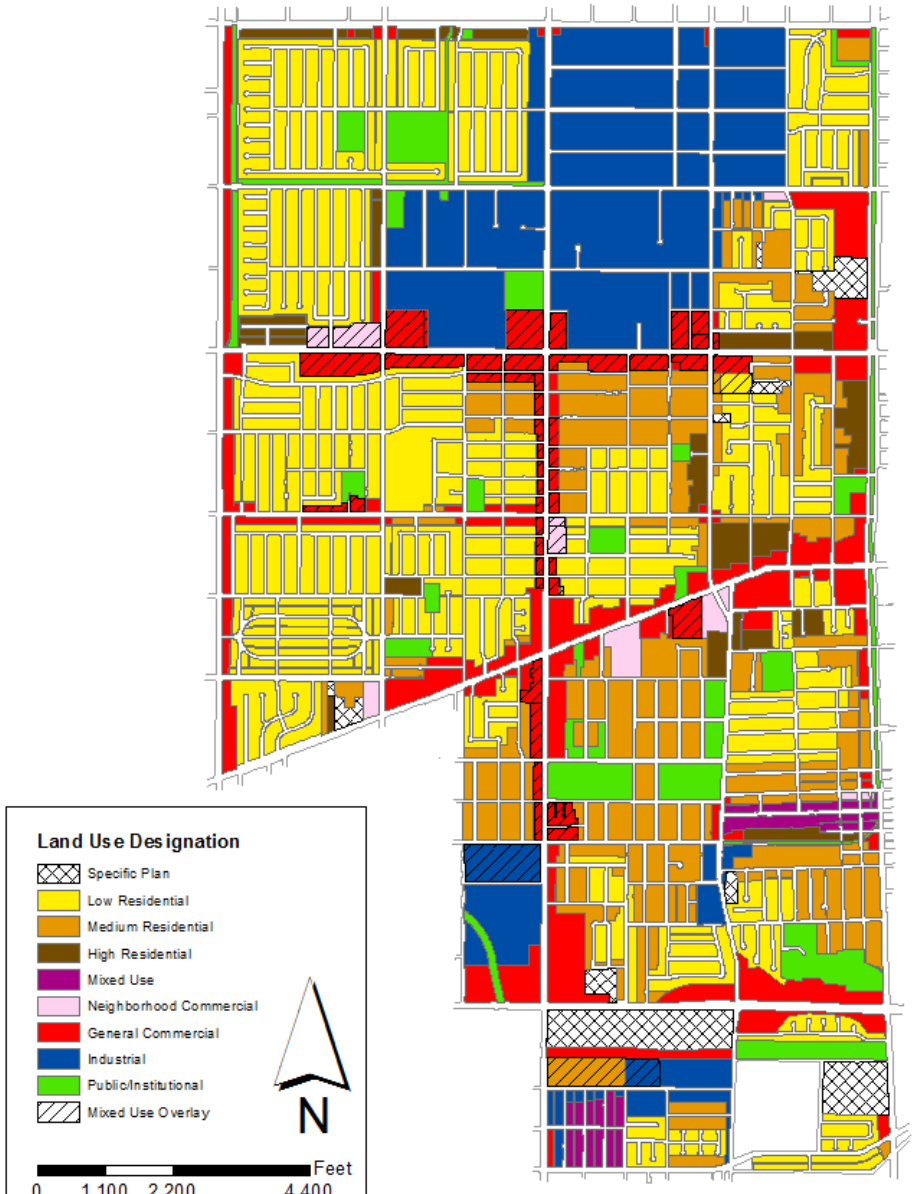


Figure LU-2
2013 General Plan Land Use Policy Map

Density and Intensity

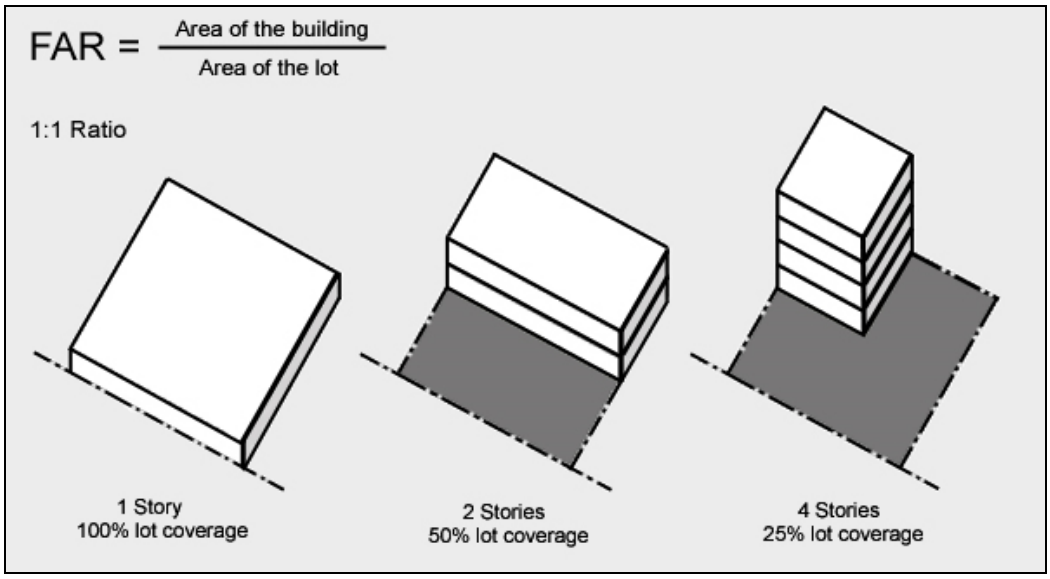
State law requires a precise description of the various land use designations using two universal terms – density and intensity. Density and intensity are terms used to describe the level of development existing or permitted on a lot or parcel of land.

Density is one method of describing the residential land use categories and it refers to the number of housing units per acre of land. Density does not define the type of housing; therefore, zoning codes and general plans often times include sub-categories to describe the type of housing such as single family and multiple family. For example, areas with apartments have higher densities than traditional single-family neighborhoods.

Intensity frequently applies to commercial and industrial land use categories. A method of defining intensity is the relationship between the total floor area of a building and the total area of the lot. This quantification is known as the Floor Area Ratio (FAR) which is determined by dividing the total building floor area by the total size of the parcel. For instance, a 10,000 square foot building on a 20,000 square foot lot has an FAR of 0.5. Generally, commercial corridors along arterials are at higher intensities than neighborhood retail developments.

As shown in Figure LU-3, a building with the same FAR can be designed in different ways – as a low rise building covering most of the lot, as a mid-size structure with less lot coverage, or as a taller structure with ample surrounding open space.

Figure LU-3Floor Area Ratio



Residential Designations

The City of Gardena offers several designations for housing products of varying densities to meet the demand of current and future resi-dents. Each residential designation will be de-fined in the following sections. It should be noted that other compatible uses in residential neighborhoods include, schools, parks, child care facilities, churches, and in certain instances mixed uses (residential and com-mercial).

Low Density Residential
(Maximum Density: 9 units per acre)

The single-family areas within Gardena are recognized as the backbone of the community and serve as one of its most important assets. The Low Density Residential designation is implemented by the Single-Family Residential (R-1) zone which provides for the development of conventional single-family detached houses. The Low Density Residential designation is the largest land use category in the City. It occupies over one-quarter (26.50%) of all the land in the City and represents almost two-thirds (62.3%) of all residentially designated land in the General Plan.

Medium Density Residential
(Maximum Density: 17 units per acre)

The Medium Density Residential designation is intended to provide a quality multiple-family living environment. This category is implemented by the Low Density Multiple-Family Residential (R-2) and Medium Density Multiple-Family Residential (R-3) zones. It typically includes lower density multi-unit residential development and higher density single-family residential development such as those in the specific plan areas. Approximately thirteen percent of all land in the City is designated for Medium Density Residential (13.3%) which represents approximately one-third of all residentially designated land in the City.

High Density Residential

(Stepped Density:
25 units per acre for lots less than .5 acre
27 units per acre for lots between .5 acre and 1.0 acre
30 units per acre for lots greater than 1.0 acre)

The High Density Residential designation provides for a high quality, compact, multiple-family living environment. This category is implemented by the High Density Multiple-Family Residential (R-4) zone and consists of two to three story multi-unit buildings. The High Density Residential land use designation accounts for slightly over two percent of the all land in the City, and 5.9% of all residential land in the City.

Mixed-Use

(*Maximum Density: 34 units per acre***)**

The Mixed-Use designation is intended to provide for the co-existence of residential and commercial, office or industrial uses in the same zone, and even within the same building or on the same lot. It is implemented by the Commercial Residential (C-R) zone which allows 34 units per acre and the Home Business (H-B) zone which allows 9 units per acre. This land use designation can be found in two areas of the City – southern Gardena between 178th Street and 182nd Street (H-B zone) and the downtown area along Gardena Boulevard between Normandie Avenue and Vermont Avenue (C-R zone).

Non-Residential Designations

Gardena is a vibrant city that offers a variety of non-residential services for its residents and visitors. The non-residential land use designations include Neighborhood Commercial, General Commercial, Industrial, and Public uses. The commercial uses are located primarily along major streets to conveniently service the public. The industrial uses are located primarily in the northern and southern portions of the City, while the public uses are distributed throughout the City.

The 2006 General Plan introduced the Mixed-Use Overlay which allows for greater flexibility of development in selected areas designated for commercial and industrial areas of the City. This overlay would permit residential mixed-use development to occur in underutilized areas.

Specific Plans also allow for mixed-use development as well as residential development.

Neighborhood Commercial
(Maximum Permitted FAR: 0.5

The Neighborhood Commercial designation is intended to serve the surrounding residential neighborhood or cluster surrounding residential neighborhoods with uses such as smaller scale food markets, drug stores, restaurants, childcare centers, health clubs, and other neighborhood-oriented retail and professional uses. It is implemented by the Commercial (C-2) and Parking (P) zones.

General Commercial
(Maximum Permitted FAR: 0.5) in general; up to 2.75 for specific uses described in the Zoning Code)

The General Commercial land use designation provides for a wide range of larger scale commercial uses to serve both the needs of the City and the region. It is intended for commercial uses such as regional retail, automobile dealerships, supermarkets, junior department stores, financial centers, professional offices, restaurants, and other commercial uses oriented to the traveling public. Its corresponding zoning are Business and Professional Office (C-P), General Commercial (C-3), Heavy Commercial (C-4) and Parking (P). Higher FARs of up to 2.75 may be allowed under the Zoning Code for specific uses or zones.

Industrial
(Maximum Permitted FAR: 1.0 in general; up to 2.00 for specific uses described in the Zoning Code)

The Industrial land use designation allows for a wide variety of clean and environmental friendly industries, technology-related uses and supporting facilities, and business parks. Most of the Industrial land use designation is located in the northern portion of the City, and is implemented by the Industrial (M-1) and General Industrial (M-2) zones. Higher FARs of up to 2.00 may be allowed under the Zoning Code for specific uses or zones.

Mixed-Use Overlay

(Maximum Density: Stepped Density and FAR: 0.5
20 units per acre for lots less than .5 acre
25 units per acre for lots between .5 acre and 1.0 acre
30 units per acre for lots greater than 1.0 acre)

The Mixed-Use Overlay permits residential development on selected areas designated for Commercial and Industrial land uses. The purpose of this land use designation is to allow greater flexibility of development alternatives, especially attractive higher density residential development in appropriate areas that are experiencing both physical and economic blight. To prevent a patchwork of incompatible land uses, residential development in the Mixed-Use Overlay would be allowable on a project site with a minimum of 1.0 acre, unless circumstances prevent the consolidation of parcels to meet this requirement.

There are approximately 170 acres of Mixed-Use Overlay in the City. The underlying acerage as of follows: Low Density Residential - 3.8 acres; Medium Density Residential - 15 acres; Neighborhood Commerical - 13 acres; General Commerical - 115.4 acres; and Industrial - 22.7 acres.

Both horizontal mixed-use (single use free-standing structure adjacent to commercial use on the same or adjacent parcels) and vertical mixed-use (residential land use above a commercial use) are possible under this overlay designation.

Example of vertical mixed-use development – residential above commercial.

Example of horizontal mixed-use development – residential next to commercial.

Public/Institutional

The Public/Institutional land use designation provides for a wide range of public and quasi-public uses, including government offices, transportation facilities, parks, schools, public utilities, public libraries, non-profit senior housing and other public uses. It is implemented by the Official (O) zoning designation.

Holding Capacity Analysis

Gardena is virtually built out, with 99.2 percent of the total area developed. There are approximately 31.7 acres of vacant land currently available for development. As a result, future development will either occur through limited infill development or through recycling of existing developed land.

Table LU-4 provides an estimate of the total number of dwelling units planned and the resulting population, and Table LU-5 estimates the potential future development in building square feet of commercial, industrial and public uses within the City. These estimates are based on assumptions of future dwelling unit densities and commercial/industrial building intensities.

Since the original estimates were prepared in 2006, a number of assumptions have been corrected to provide a more accurate estimate of development. Housing population per dwelling unit was reduced to match current estimates. In the June 2012 Update there was a recognition that to more accurately represent buildout, development in the mixed use overlay designation should be calculated at 50% residential and 50% non-residential development. In this 2013 update there was further adjustment to reflect that the Mixed Use designation is made up of two distinct zones, one which allow up to 34 dwelling units per acre (the C-R zone) and one which allows only 9 dwelling units per acre (the H-B zone). Furthermore, it was recognized that development in the C-R zone should be allocated as 60% residential and 40% non-residential development.

Table LU-4
General Plan Land Use – Residential Capacity
Updated February 2013

Land Use Designation	Acres	Max. Density	Realistic Density	Dwelling Units	Pop./DU	Estimated Population
Low Density	992.8	9	9	8,935	2.75	24,572
Medium Density	498.8	17	17	8,480	2.75	23,319
High Density						
(<0.5 acres)	49.8	25	25	1,245	2.75	3,424
(0.5 -1.0 acres)	23.3	27	27	629	2.75	1,730
(> 1.0 acres)	28.4	30	30	852	2.75	2,343
Mixed-Use						
(C-R) (a)	11.1	34	34	377	2.75	1,038
(HB)	18.8	9	9	169	2.75	465
Public/Institutional (b)	211.7	-	-	259	1	259
Specific Plan (c)	92.4	-	-	763	2.75	2,098
City Subtotal	**1,927.1**			**21,710**		**59,248**
Non-Commercial Mixed-Use Overlay (d)						
<0.5 acres	30.7	20	20	614	2.75	1,689
0.5-1.0 acres	10.7	25	25	267	2.75	734
>1.0 acres	34.2	30	30	1,026	2.75	2,822
MUO Subtotal	**75.6**			**1,907**		**5,244**
CITY TOTAL	**2,002.7**	**-**	**-**	**23,617**	**-**	**64,492**

(a) 11.1 acres is 60% of the total 18.5 acres in the C-R zone.
(b) Assumes development of 37 unit project proposed for 2010/1942 El Segundo Boulevard.
(c) Assumes the Mixed-Use Overlay Zone not activated for any residentially zoned property.
(d) Assumes 50% of land in non-residential. Mixed-Use Overlay Zone is developed for residential; acres listed for non-commercial Mixed-Use Overlay represent 50% of actual acreage.

Table LU-5
Commercial, Industrial, and Public Use Capacity – Updated 2013

Land Use Designation	Acres	Realistic Intensity (FAR)	Capacity (SF)
Mixed-Use-CR (a)	7.4	0.3	96,703
Mixed-Use HB	9.4	0.3	122,839
Neighborhood Commercial	21.8	0.3	284,882
General Commercial	304.1	0.3	3,973,979
Industrial	527.9	0.45	10,347,896
Public/Institutional	211.7		1,065,000
City Total	1,082.3		15,891,299
Mixed-Use Overlay	75.6	0.3	987,941
CITY TOTAL	**1,157.9**		**16,879,240**

(a) 7.4 acres is 40% of the total 18.5 acres in the C-R zone.

Table LU-6

Gardena General Plan
Land Use and Corresponding Zoning

Land Use Designation	Zoning
Low Density Residential	R-1
Medium Density Residential	R-2, R-3
High Density Residential	R-4
Neighborhood Commercial	C-2, P
General Commercial	C-P, C-3, C-4, P
Industrial	M-1, M-2
Public/Institutional	O
Mixed Use	C-R, H-B

Note: Specific Plans are allowed in all land use categories.

Goals and Policies

Residential Land Use

LU Goal 1 **Preserve and protect existing single-family and low/medium-density residential neighborhoods while promoting the development of additional high quality housing types in the City.**

Policies

LU 1.1: Promote sound housing and attractive and safe residential neighborhoods.

LU 1.2: Protect existing sound residential neighborhoods from incompatible uses and development.

LU 1.3: Protect the character of lower density residential neighborhoods.

LU 1.4: Locate new medium- and high-density residential developments near neighborhood and community shopping centers with commensurate high levels of community services and facilities.

LU 1.5: Provide adequate residential amenities such as open space, recreation, off-street parking and pedestrian features in multi-family residential developments.

LU 1.6: Ensure residential densities are compatible with available public service and infrastructure systems.

LU 1.7: Preserve the City's residential buildings of historic and cultural significance.

LU 1.8: Minimize through-traffic on residential streets.

LU 1.9: Allow well designed and attractive residential mixed-use development to occur on existing underutilized commercial/industrial blocks designated as Mixed-Use Overlay.

LU 1.10: Provide adequate off-street parking, open space and landscaping for both residential and business use in all mixed-use developments.

LU 1.11: Design infill development to be compatible and consistent with the existing low-density character of residential neighborhoods.

LU 1.12: Require infill development to provide adequate amenities to minimize the impact of such development on the immediate neighborhood and on City services generally, including off-street parking to meet the additional demand placed on street parking.

LU 1.13: Allow for increased density through the use of Specific Plans where the City determines that there would be a benefit to the community, including meeting the City's housing obligations.

Non-Residential Land Use

LU Goal 2 **Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.**

Policies

LU 2.1: Require ample landscaping and high level maintenance in all new and existing commercial and industrial developments.

LU 2.2: Encourage the assembly of smaller commercial properties into larger centers and discourage the subdivision of larger commercial/industrial sites into smaller parcels.

LU 2.3: Encourage a balanced distribution of neighborhood commercial development throughout the City.

LU 2.4: Provide neighborhood commercial centers with convenient and safe pedestrian access.

LU Goal 3 **Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.**

Policies

LU 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

LU 3.2: Encourage the upgrade and rehabilitation of existing commercial and industrial building facades and sites.

LU 3.3: Consider the adoption of specific plans for the four corners at the Van Ness-Rosecrans, Western-Rosecrans, Rosecrans-Normandie centers to promote and direct revitalization efforts, and to further study and evaluate whether a mix of commercial and residential development is appropriate in these areas. Figure LU-4 (page LU-21) shows the locations of the recommended specific plan areas.

LU 3.4: Attract commercial and industrial uses that minimize adverse impacts on surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

LU 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

LU 3.6: New commercial and industrial developments shall meet or exceed local and state requirements pertaining to noise, air, water, seismic safety and any other applicable environmental regulations.

LU 3.7: Require the mitigation or remediation of potential hazardous conditions in the City.

LU 3.8: Require all outdoor storage to be concealed from view from the public right of ways and adjoining land uses.

LU 3.9: Require loading and unloading of materials to be conducted completely on private property and out of sight from a public street.

LU 3.10: Ensure new development provides adequate improvements, dedications, and fees to the City to fully cover the cost of the City services and facilities.

LU 3.11: Promote conformance of existing nonconforming commercial and industrial development through assembly, consolidation and/or joint venture.

Public and Institutional

LU Goal 4 **Provide the highest quality of public facilities possible to meet the needs of the City's residents and businesses and promote the City's image and cultural heritage.**

Policies

LU 4.1: Design parks and public facilities that enhance the appearance of the surrounding areas and promote the City's identity.

LU 4.2: Require all new public buildings to provide adequate and safe off-street parking facilities to accommodate employees and the public.

LU 4.3: Design public improvements to encourage pedestrian activity and access and to provide safe and convenient pedestrian circulation.

LU 4.4: Utilize public easements and right of ways (flood control, power lines) for recreational, open space, and beautification purposes.

LU 4.5: Encourage the preservation of historical and cultural locations and monuments that highlight the heritage of the City.

LU 4.6: Preserve and maintain as open space those areas in the City that serve as significant natural habitats.

LU 4.7: Provide adequate public facilities and services for the convenience and safety of each neighborhood.

LU 4.8: Promote the development of the Civic Center area as the focal point of the community and expand the Civic Center to Western Avenue.

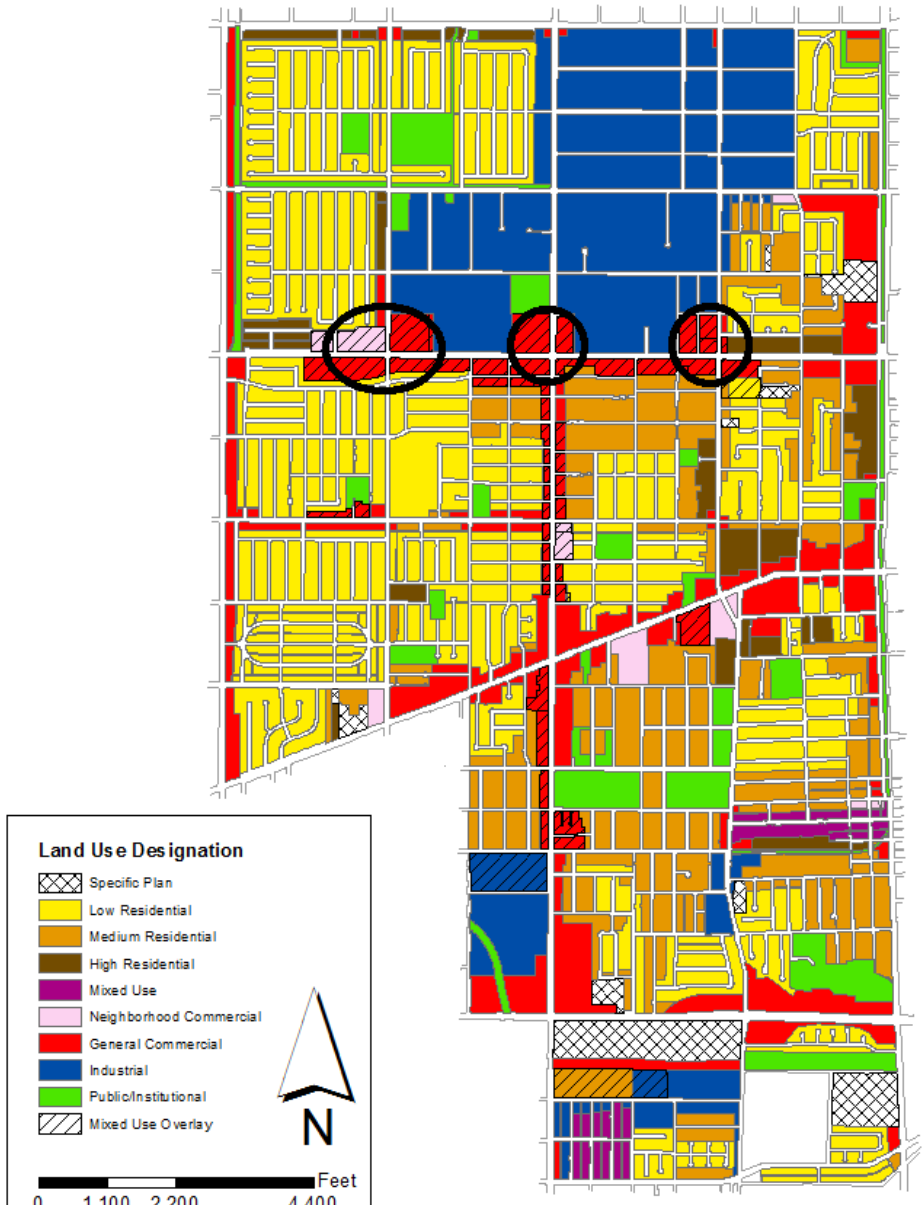


Figure LU-4
Specific Plan Study Areas

This version allows amenity hotels by right.

ORDINANCE NO. 1825

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, MAKING CHANGES TO TITLE 18, ZONING, OF THE GARDENA MUNICIPAL CODE RELATING TO AMENITY HOTELS AND OTHER MINOR REVISIONS

WHEREAS, the City's existing zoning provisions for hotels were adopted in 1990 to combat the then proliferation of hotels/motels on small narrow lots within the City that lacked amenities and led to high vacancy rates, cut-rate prices, and deleterious effects; and

WHEREAS, since that time, only one new hotel has been approved in the City; and

WHEREAS, hotels can be an important source of revenue for a city through transient occupancy taxes; and

WHEREAS, Gardena is situated to be in a position to capitalize on a demand for new hotel spaces due to its proximity to SoFi Stadium, Hollywood Park, Dignity Health Sports Park (formerly "Stub Hub"), and other attractions; and

WHEREAS, during the past year, developers have indicated that the City's development standards have been an impediment to new hotel development; and

WHEREAS, at the City Council meeting on July 14, 2020, the City Council gave direction to staff to implement changes; and

WHEREAS, the revised standards require a change to the maximum floor area ratio ("FAR") allowed under the General Commercial and Industrial land use designations of the Land Use Plan and respective zones; and

WHEREAS, in addition to the changes required to encourage hotel development, the City also determined that there are additional amendments needed to update the Zoning Code; and

WHEREAS, in accordance with SB 18 and AB 52 requiring Tribal Consultation for General Plan amendments and projects subject to CEQA, the City sent out letters to those Native American Tribes identified by the California Native American Heritage Commission; and

WHEREAS, in response to the Tribal Consultation letters the City only received one response, from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation for future projects; and

WHEREAS, on October 13, 2020 the City Council approved a consultant agreement with De Novo Planning Group, Inc. ("De Novo") to conduct the environmental review on the proposed change in development standards; and

WHEREAS, De Novo prepared an Initial Study and Mitigated Negative Declaration on the proposed changes to the General Plan and zoning which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 and February 3, 2021; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the General Plan Amendment and this Ordinance on February 16, 2021 at which time it considered all evidence presented, both written and oral; and

WHEREAS, at the close of the public hearing the Planning Commission adopted a Resolution recommending approval of the Initial Study/Mitigated Negative Declaration, the General Plan Amendment and this Ordinance, with amendments to three provisions of the Ordinance with respect to requiring a conditional use permit (CUP) for amenity hotels, maintaining the same parking ratio for amenity hotels as for regular hotels, and maintaining the 10 foot setback requirement on side streets; and

WHEREAS, on March 9, 2021 the City Council held a duly noticed public hearing on the Initial Study/Mitigated Negative Declaration, General Plan Amendment and Zone Change amendments set forth in this Ordinance, at which time it considered all evidence presented, both written and oral and the recommendations of the Planning Commission; and

WHEREAS, prior to adopting this Ordinance the City Council adopted Resolution No. 6498 adopting the Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program and adopted Resolution No. 6499, approving the General Plan Amendment to the Land Use Plan;

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

SECTION 1. FINDINGS.

A. The City Council finds that adopting the changes to the General Plan represents good planning practices as it will allow for the development of high-quality hotels in the City which will provide economic benefits to the City and improve the City's tax base.

B. The General Plan Amendment is internally consistent with the following elements of the General Plan:

1. Land Use Goal 3: Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

- Land Use Policy 3.4: Attract commercial and industrial uses that minimize adverse impacts no surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

- Land Use Policy 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

2. Economic Development Goal 1: Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

3. Economic Development Goal 3: Attract desirable businesses to locate in the City.

- Economic Development Policy 3.3: Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The proposed changes will encourage the development of new hotels which will improve the image and vitality of the City. Studies have been conducted to ensure that there is adequate off-street parking and adequate space for internal circulation. New hotels will provide revenue to the City and create new employment opportunities for residents and those in surrounding communities.

4. Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Policy 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

The proposed changes will encourage the development of new hotels along arterials and major corridors which provides better access to transit options. Only seven of the proposed sites do not screen out of a VMT analysis and transportation demand management mitigation measures will be imposed on any development on those sites. The changes will also allow visitors to stay overnight in the Los Angeles area rather than travelling from distant areas and creating unneeded VMT. Alternative transportation is more abundantly provided in the Gardena area as opposed to more remote areas as the majority of the city is considered a high quality transit area (HQTA) as defined by the Southern California Association of Governments (SCAG).

5. Public Safety Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

- Public Safety Policy 2.3: Require compliance with seismic safety standards in the [Uniform] Building Code.

- Public Safety Policy 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

Site specific geotechnical studies are required for any development in the City.

6. Public Safety Goal 3: Protect public health, safety and the environment from exposure to hazardous materials and other dangers.

If construction of a new amenity hotel requires demolition of an older building, an asbestos survey will be conducted to determine the presence or absence of asbestos. Asbestos removal must be performed by a State certified asbestos containment contractor. Paint which is separated from building materials is required to be evaluated for lead, and if found, disposed of by a qualified Lead Specialist.

C. The City Council further finds that this Ordinance is consistent with the changes made by Resolution No. 6499 to City's General Plan.

SECTION 2. Section 18.04.245 is hereby added to the Gardena Municipal Code to read as follows:

18.04.245 Hotel, amenity

"Hotel, amenity" means a hotel with amenities such as: indoor lobby/lounge area with complimentary Wi-Fi meant for guests to sit, relax, and work; spa facilities; outside lounge areas meant for guests to sit, relax, and work, including common area patios and rooftop decks; pool or other improved recreation areas; gym facilities; conference centers; or other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

SECTION 3. Section 18.32.020B of the Gardena Municipal Code is hereby amended to read as follows:

18.32.020 Uses permitted

B. Stores, businesses, or commercial activities not involving any kind of manufacture, processing, or treatment of products other than that which is clearly incidental and essential to a retail business conducted on the premises and that such operations are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes. Permitted uses shall include:

1. Amenity hotels, subject to the requirements of Section 18.42.190:

2~~1~~. Antique stores;

~~2. Deleted;~~

3. Bowling alleys;

~~4. Blueprinting and photostating;~~

~~5. Bird stores and pet shops;~~

~~6. Chinchilla sales;~~

4~~7~~. Conservatories of music;

5~~8~~. Dancing academies;

6~~9~~. Gymnasiums;

7~~10~~. Legal card clubs;

8~~11~~. Laboratories, medical and dental;

912. Mortuaries;

10~~13~~. Music and vocal instruction;

11~~14~~. Nursery sales of flowers and plants;

12~~15~~. Pet shops;

13~~16~~. Medical and dental offices and clinics;

14~~17~~. General offices ~~Real estate offices~~;

15~~18~~. Refrigerated food lockers;

~~19. Taxidermists;~~

~~20. Telephone exchanges;~~

~~21. (Repealed);~~

16~~22~~. Furniture upholstery shops;

~~23. *Repealed;*~~

17~~24~~. Secondhand store and/or thrift shop, when located at least five thousand feet from pawn shop or another secondhand store and/or thrift shop;

~~25. *Repealed;*~~

18~~26~~. Veterinary clinics and hospitals.

SECTION 4. Section 18.32.030I of the Gardena Municipal Code is hereby amended to read as follows:

18.32.030 Uses permitted subject to a conditional use permit

I. Hotels and motels, but not amenity hotels, subject to the requirements of Section 18.46.030C.15;

SECTION 5. Subsections C and E of Section 18.32.050 of the Gardena Municipal Code are hereby amended to read as follows; all other sections remain the same:

18.32.050 Property development standards

* * *

C. Building height/FAR: Building heights shall not exceed sixty-five feet in general; ~~Building height shall be limited to two and one-half stories~~, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the C-3 zone and any R-1 and R-2 zone; and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the C-3 and R-3 or R-4 zones. The gross floor area of all buildings or structures on a lot or lots that comprise a project site shall not exceed 0.50 (FAR) with the exception of amenity hotels, which may have a FAR of up to 2.0.

* * *

E. A minimum ten-foot landscape perimeter shall be provided on all front-yard street frontages. A minimum five-foot landscape perimeter shall be provided on all side-yard street frontages.

SECTION 6. Section 18.36.020P is hereby added to the Gardena Municipal Code to read as follows:

18.36.020 Uses permitted

P. Amenity hotels, subject to the requirements of Section 18.42.190:

SECTION 7. Section 18.36.030J of the Gardena Municipal Code is hereby amended to read as follows:

18.36.030 Uses permitted subject to a conditional use permit

J. Motels and hotels, but not amenity hotels, subject to the requirements of Section 18.46.030C.15.

SECTION 8. Subsections A, B and E of Section 18.36.060 are hereby amended to read as follows, all other provisions remain the same:

18.36.060 Property development standards

The following changes would be made to the development standards:

A. Building height/FAR: Building heights shall in no case exceed sixty-five feet, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the M-1 zone and any R-1 and R-2 zones, and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the M-1 and R-3 or R-4 zones. The maximum gross floor area of buildings or structures on a lot or lots that comprise a project site shall not exceed 1.0 FAR , except for amenity hotels, which may have a FAR of up to 2.0.

B. Building restrictions:

1. No opening in the exterior wall of a building shall be allowed on industrial buildings when the exterior wall of such building faces an R zone on the rear, side, or front property lines and is within 60 feet of such zone.

Exceptions:

~~a. If such building is situated sixty feet or more from an R zone, openings in exterior walls facing such R zone shall be allowed.~~

a ~~b~~. Any openings may be allowed in exterior walls of such buildings if they are required by law providing they are equipped with self-closers and are of solid material.

b ~~c~~. Solid panels of glass block shall be allowed regardless of the distance from the property line.

~~d. Openings shall be allowed into areas used for office space only; such openings shall be glazed with obscure glass, facing side or rear property lines only.~~

2. Noise emitted by any use shall comply with standards set forth in Chapter 8.36.

* * *

E. Landscape perimeters shall be provided on all street frontages except alleyways. The landscape perimeters shall be a minimum of ten feet in the front yard and five feet in the side yard and shall have automatic sprinkler systems.

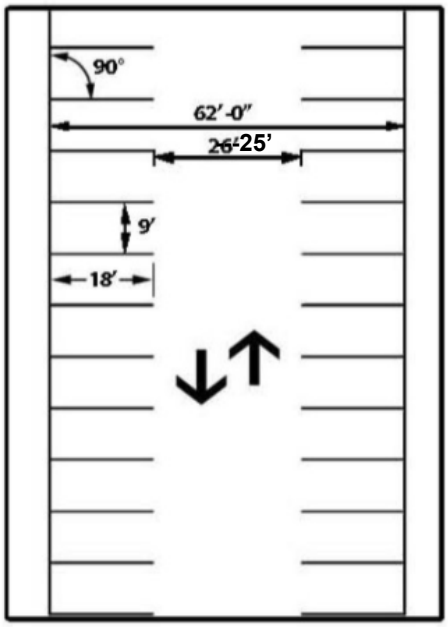
SECTION 9. Section 18.40.040 of the Gardena Municipal Code is hereby amended to read as follows:

Amenity Hotels: A parking ratio of 0.85 space per guest room for guests and employees, plus provision of spaces for additional uses within the hotel at the rates specified in this section for such

uses. The Community Development Director may allow a reduction in this parking requirement based on a parking study justifying the same;

SECTION 10. The aisle width set forth in Section 18.40.050F of the Gardena Municipal Code is hereby amended to read as follows:

Figure 3 Label	**Design Component**		**Parking Angle**				
			0° (Parallel)	**30°**	**45°**	**60°**	**90°**
F	Aisle Width	One-Way	13’	14’	16’	19’	N/A
		Two-Way	24’	22’	24’	24’	25’ ~~26’~~



90° Parking Spaces

SECTION 11. Section 18.42.085 of the Gardena Municipal Code is hereby amended to read as follows:

Section 18.42.085 Building setbacks for commercial and industrial development

The following building setbacks shall be established and maintained in addition to setbacks that may be required for planned rights-of-way for new and expanded structures:

1. Front building setback:

    a. Where Commercial or industrial zoned property fronts a street, there shall be a building setback of not less than ten feet, which shall be landscaped and maintained.

b. Where Commercial or industrial zoned property abuts or is adjacent to a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

c. Where Commercial or industrial zone property faces a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

2. Side building setback:

a. Where Commercial or industrial zoned property sides upon a street, there shall be a side yard not less than five ~~ten~~ feet abutting the street, which shall be landscaped and maintained.

b. Where the side ~~or rear~~ lot line of Commercial or industrial property abuts any R zone and there is no intervening alley, there shall be a side yard not less than five feet. There shall also be an eight-foot-high solid masonry wall erected and maintained along the side lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high from the building line of the R zone to the front lot line any street frontage.

3. Rear building setback:

a. Where commercial or industrial zoned property rears upon a street, there shall be a rear-building setback of not less than ten feet, which shall be landscaped and maintained.

b. Where the rear lot line abuts any R zone and there is no intervening alley, there shall be a building setback of not less than five feet and an eight-foot-high solid masonry wall shall be erected and maintained along the rear lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high within the ten feet closest to a street.

c. Rear building setbacks may be used for off-street parking or storage, except as described in subsection B(3)(b) of this section, where the yard is of adequate size and depth and the provisions of Chapter 18.40 of this code are met. When such yard is used for storage, the height of such storage shall not exceed six feet.

SECTION 12. Section 18.42.120 of the Gardena Municipal Code is hereby amended to read as follows:

Section 18.42.120 Distance between buildings

Zones in which tall buildings are permitted: in all zones where buildings of three or more stories in height are permitted, the requirements for space between buildings on the same site shall be increased two and one-half feet for each story, or fraction thereof, above the second story.

SECTION 13. Section 18.42.190 of the Gardena Municipal Code is hereby added to read as follows:

18.42.190 Amenity Hotel.

Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

A. The hotel contains a minimum of two amenities, including but not limited to:

1. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
2. Day spa facilities;
3. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
4. A pool or other outside improved and landscaped recreation areas;
5. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than. or in addition to. free weights to allow a minimum of four individuals to work out at the same time;
6. Event space that is a minimum of 375 square feet in size;
7. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

B. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;

C. Lot size: minimum of ½ acre;

D. Location: located on an arterial or major collector street;

E. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;

F. Meets all other development standards of the applicable zone; and

G Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the ordinance allowing amenity hotels or that are found to be equivalent.

SECTION 14. Subsection C of Section 18.46.030 is hereby amended to read as follows:

Section 18.46.030 Uses permitted subject to a conditional use permit

* * *

C. The following uses may be permitted pursuant to this section in the zones specified with a conditional use permit. In no case shall a conditional use permit be granted in a zone for a use specifically prohibited in a zone within which the subject property is located:

15. Hotels and motels, except amenity hotels, in the C-3, C-4, M-1 and M-2 zones; provided, that:

a. The minimum lot area for hotels or motels shall be one acre exclusive of all other buildings or uses located on the same lot in a mixed use development;

b. The minimum lot width for hotel or motel developments shall be one hundred feet. The minimum lot depth shall be one hundred fifty feet;

c. A minimum of twenty feet front yard setback shall be provided, and not less than twenty percent of the total paved area utilized for driveways and open parking shall be landscaped pursuant to regulations set forth in Section 18.40.090;

d. The Planning Commission may allow the reduction of parking below that set forth in Section 18.40.040 based on a ~~A~~ parking demand/traffic impact study, paid for by the proponent ~~of a hotel/motel~~, ~~has been~~ and prepared by a qualified traffic engineer;

e. A market analysis/financial feasibility study, paid for by the proponent of a hotel/motel, has been prepared by a qualified consultant;

~~f. The engineer/consultant preparing the studies required by subsections C(15)(d) and (e) of this section shall be from a list of engineers and consultants approved by the community development department;~~

f ~~g~~. Not more than twenty percent of the guest rooms shall be equipped with kitchens or kitchenette facilities;

SECTION 15. Imposition of Mitigation Measures and Conditions of Approval. The development of all Amenity Hotels shall be subject to the Conditions of Approval, including the Mitigation Measures, set forth in Exhibit A, attached hereto, in addition to any other conditions of approval imposed by the City.

SECTION 16. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance, or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared unconstitutional.

SECTION 16. This Ordinance shall take effect on the thirty-first day after passage.

SECTION 17. Certification. The City Clerk shall certify the passage of this ordinance and shall cause the same to be entered in the book of original ordinances of said City; shall make a minute passage and adoption thereof in the records of the meeting at which time the same is passed and adopted; and shall, within fifteen (15) days after the passage and adoption thereof, cause the same to be published as required by law, in a publication of general circulation.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

_____
TASHA CERDA, Mayor

ATTEST:

_____

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____

LISA E. KRANITZ, Assistant City Attorney

EXHIBIT A

CONDITIONS OF APPROVAL FOR ALL AMENITY HOTEL PROJECTS

COA CUL-1: If previously unidentified cultural resources are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity and construction activities shall be diverted away from the find (50-foot buffer around the find) and a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Project owner and City of Gardena to implement Native American consultation procedures.

COA GEO-1: If excavation activities associated with the development of an amenity hotel would occur at a depth of greater than five feet on any site mapped as middle to late Pleistocene older alluvium at the surface, prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Gardena Community Development Department.

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

COA HAZ-1: Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos

containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. The asbestos survey shall be provided to the City of Gardena Building Division. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

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

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

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

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- The Project applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- During construction, equipment staging areas and stationary construction noise sources, such as generators or pumps, shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per Gardena Municipal Code Section 8.36.080, construction activities shall not occur during the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

MITIGATION MEASURES: The following mitigation measures shall be imposed upon the project.

BIO-1: If a Project site includes trees with the potential to support nesting migratory birds, construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

CUL-1: Future development of an amenity hotel on a property with a potential historical resource, shall require a Historic Resources Assessment prepared by a qualified professional, which shall be submitted to the City of Gardena Community Development Department for review and approval. The Historic Resource Assessment shall determine whether the resource(s) is potentially historic and if the proposed project would potentially cause a substantial adverse change to the historical resource. Feasible measures shall be identified in order to mitigate the known and potential significant effects of the subject development project, if any.

mitigation measures would also be incorporated into the proposed Project.

GEO-1: Prior to the submission of any new building permit application, the applicant of a major development shall provide for the City's review and consent, a comprehensive geotechnical investigation that explores and evaluates soil, groundwater, geological and seismic conditions; provide soil engineering criteria, and document the potential for seismically induced groundshaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.

Prior to the submission of any new building permit application in portions of the City that lie near suspected faults identified in future studies, the applicant shall provide geotechnical evaluations acceptable to the City to establish the presence and location of the suspected faults, and to establish whether or not they are potentially active.

If a fault is identified within the City, no structure intended for human occupancy or use shall be placed directly on or within 50 feet of any active or potentially active fault. Nor shall any structure intended for human occupancy be constructed within 150 feet of an inferred fault whose exact location is unknown. Additionally, no sensitive land use, including hospitals and schools should be placed within any seismic study zone, or within 200 feet of an inferred fault.

HAZ-1: Prior to the sale or development of a property where the City is involved with the financing or acquisition of the property, the City shall require a full Phase I Environmental Assessment of the site. In addition, an environmental consultant, familiar with the handling of hazardous wastes, should be either on-site or on call to property remove and dispose of any hazardous wastes encountered during the excavation and/or grading of the site.

Construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of excavated soil.

All development and businesses operating within the City shall obtain, prior to receiving a use permit, all relevant licenses and permits from the appropriate agencies charged with regulation of hazardous materials.

TRA-1: The hotel operator of an amenity hotel on APN 4064-023-018, APN 4064-023-034, or APN 4064-030-019 shall implement at least one of the following VMT reduction measures:

- Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge.
  - To achieve the necessary 3.1% reduction, a minimum of 84% of employees shall be subject to a $2 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 31% of employees shall be eligible for this program.
- Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 60% of employees shall be eligible for this program.
  - This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

- Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 78% of employees shall be eligible for this program.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of one of the VMT reduction measures shall be provided annually to the City of Gardena Community Development Department.

TRA-2: The hotel operator of an amenity hotel on APN 6106-027-039, 6106-027-028, or 6106-030-011 shall implement at least one of the following VMT reduction measures or combination of measures:

- Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge.
  - To achieve the necessary 6.8% reduction, a minimum of 100% of employees shall be subject to a $6 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 68% of employees shall be eligible for this program.

The following combination of measures can also achieve the necessary 6.8% VMT reduction:

- Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of at least one of the VMT reduction measures or combination of measures specifically identified shall be provided annually to the City of Gardena Community Development Department.

This version requires a CUP for amenity hotels as recommended by the Planning Commission.

ORDINANCE NO. 1825

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, MAKING CHANGES TO TITLE 18, ZONING, OF THE GARDENA MUNICIPAL CODE RELATING TO AMENITY HOTELS AND OTHER MINOR REVISIONS

WHEREAS, the City's existing zoning provisions for hotels were adopted in 1990 to combat the then proliferation of hotels/motels on small narrow lots within the City that lacked amenities and led to high vacancy rates, cut-rate prices, and deleterious effects; and

WHEREAS, since that time, only one new hotel has been approved in the City; and

WHEREAS, hotels can be an important source of revenue for a city through transient occupancy taxes; and

WHEREAS, Gardena is situated to be in a position to capitalize on a demand for new hotel spaces due to its proximity to SoFi Stadium, Hollywood Park, Dignity Health Sports Park (formerly "Stub Hub"), and other attractions; and

WHEREAS, during the past year, developers have indicated that the City's development standards have been an impediment to new hotel development; and

WHEREAS, at the City Council meeting on July 14, 2020, the City Council gave direction to staff to implement changes; and

WHEREAS, the revised standards require a change to the maximum floor area ratio ("FAR") allowed under the General Commercial and Industrial land use designations of the Land Use Plan and respective zones; and

WHEREAS, in addition to the changes required to encourage hotel development, the City also determined that there are additional amendments needed to update the Zoning Code; and

WHEREAS, in accordance with SB 18 and AB 52 requiring Tribal Consultation for General Plan amendments and projects subject to CEQA, the City sent out letters to those Native American Tribes identified by the California Native American Heritage Commission; and

WHEREAS, in response to the Tribal Consultation letters the City only received one response, from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation for future projects; and

WHEREAS, on October 13, 2020 the City Council approved a consultant agreement with De Novo Planning Group, Inc. ("De Novo") to conduct the environmental review on the proposed change in development standards; and

WHEREAS, De Novo prepared an Initial Study and Mitigated Negative Declaration on the proposed changes to the General Plan and zoning which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 and February 3, 2021; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the General Plan Amendment and this Ordinance on February 16, 2021 at which time it considered all evidence presented, both written and oral; and

WHEREAS, at the close of the public hearing the Planning Commission adopted a Resolution recommending approval of the Initial Study/Mitigated Negative Declaration, the General Plan Amendment and this Ordinance, with amendments to three provisions of the Ordinance with respect to requiring a conditional use permit (CUP) for amenity hotels, maintaining the same parking ratio for amenity hotels as for regular hotels, and maintaining the 10 foot setback requirement on side streets; and

WHEREAS, on March 9, 2021 the City Council held a duly noticed public hearing on the Initial Study/Mitigated Negative Declaration, General Plan Amendment and Zone Change amendments set forth in this Ordinance, at which time it considered all evidence presented, both written and oral and the recommendations of the Planning Commission; and

WHEREAS, prior to adopting this Ordinance the City Council adopted Resolution No. 6498 adopting the Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program and adopted Resolution No. 6499, approving the General Plan Amendment to the Land Use Plan;

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

SECTION 1. FINDINGS.

A. The City Council finds that adopting the changes to the General Plan represents good planning practices as it will allow for the development of high-quality hotels in the City which will provide economic benefits to the City and improve the City's tax base.

B. The General Plan Amendment is internally consistent with the following elements of the General Plan:

1. Land Use Goal 3: Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

- Land Use Policy 3.4: Attract commercial and industrial uses that minimize adverse impacts no surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

- Land Use Policy 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

2. Economic Development Goal 1: Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

3. Economic Development Goal 3: Attract desirable businesses to locate in the City.

- Economic Development Policy 3.3: Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The proposed changes will encourage the development of new hotels which will improve the image and vitality of the City. Studies have been conducted to ensure that there is adequate off-street parking and adequate space for internal circulation. New hotels will provide revenue to the City and create new employment opportunities for residents and those in surrounding communities.

4. Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Policy 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

The proposed changes will encourage the development of new hotels along arterials and major corridors which provides better access to transit options. Only seven of the proposed sites do not screen out of a VMT analysis and transportation demand management mitigation measures will be imposed on any development on those sites. The changes will also allow visitors to stay overnight in the Los Angeles area rather than travelling from distant areas and creating unneeded VMT. Alternative transportation is more abundantly provided in the Gardena area as opposed to more remote areas as the majority of the city is considered a high quality transit area (HQTA) as defined by the Southern California Association of Governments (SCAG).

5. Public Safety Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

- Public Safety Policy 2.3: Require compliance with seismic safety standards in the [Uniform] Building Code.

- Public Safety Policy 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

Site specific geotechnical studies are required for any development in the City.

6. Public Safety Goal 3: Protect public health, safety and the environment from exposure to hazardous materials and other dangers.

If construction of a new amenity hotel requires demolition of an older building, an asbestos survey will be conducted to determine the presence or absence of asbestos. Asbestos removal must be performed by a State certified asbestos containment contractor. Paint which is separated from building materials is required to be evaluated for lead, and if found, disposed of by a qualified Lead Specialist.

C. The City Council further finds that this Ordinance is consistent with the changes made by Resolution No. 6499 to City's General Plan.

SECTION 2. Section 18.04.245 is hereby added to the Gardena Municipal Code to read as follows:

18.04.245 Hotel, amenity

"Hotel, amenity" means a hotel with amenities such as: indoor lobby/lounge area with complimentary Wi-Fi meant for guests to sit, relax, and work; spa facilities; outside lounge areas meant for guests to sit, relax, and work, including common area patios and rooftop decks; pool or other improved recreation areas; gym facilities; conference centers; or other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

SECTION 3. Section 18.32.020B of the Gardena Municipal Code is hereby amended to read as follows:

18.32.020 Uses permitted

B. Stores, businesses, or commercial activities not involving any kind of manufacture, processing, or treatment of products other than that which is clearly incidental and essential to a retail business conducted on the premises and that such operations are not objectionable due to noise, odor, dust, smoke, vibration, or other similar causes. Permitted uses shall include:

~~1. Amenity hotels, subject to the requirements of Section 18.42.190;~~

1. Antique stores;

~~2. Deleted;~~

2. Bowling alleys;

~~4. Blueprinting and photostating;~~

~~5. Bird stores and pet shops;~~

~~6. Chinchilla sales;~~

3~~7~~. Conservatories of music;

4~~8~~. Dancing academies;

5~~9~~. Gymnasiums;

6~~10~~. Legal card clubs;

7~~11~~. Laboratories, medical and dental;

812. Mortuaries;

9~~13~~. Music and vocal instruction;

10~~14~~. Nursery sales of flowers and plants;

11~~15~~. Pet shops;

12~~16~~. Medical and dental offices and clinics;

13~~17~~. General offices ~~Real estate offices~~;

14~~18~~. Refrigerated food lockers;

~~19. Taxidermists;~~

~~20. Telephone exchanges;~~

~~21. (Repealed);~~

15~~22~~. Furniture upholstery shops;

~~23. *Repealed;*~~

16~~24~~. Secondhand store and/or thrift shop, when located at least five thousand feet from pawn shop or another secondhand store and/or thrift shop;

~~25. *Repealed;*~~

17~~26~~. Veterinary clinics and hospitals.

SECTION 4. Section 18.32.030 of the Gardena Municipal Code is hereby amended to read as follows:

18.32.030 Uses permitted subject to a conditional use permit

The following uses may be permitted in the C-3 zone subject to the issuance of a conditional use permit in accordance with the procedure set forth in Chapter 18.46:

A. Car wash facilities;

B. Establishments selling serving alcoholic beverages for consumption on or off the premises;

C. Group care facilities and community care facilities, but excluding community care facilities for residential uses for less than seven persons;

D. Recreational vehicle storage facilities, provided they are not located on arterial and major collector streets;

E. Motor vehicle dealerships;

F. Hospitals;

G. Day care facilities;

H. Amusement arcades;

I. Hotels and motels, subject to the requirements set forth in Section 18.46.030C.15;

J. Amenity hotels, subject to the requirements set forth in Section 18.46.030C.29;

K. Health facilities;

L. Massage establishments that are not otherwise subject to an exception pursuant to Section 5.48.030;

M. Urgent care center;

N. Vocational colleges, such as barber and beauty colleges, modeling schools and medical training and trade schools;

O. Churches and related facilities. Related facilities do not include day care facilities, schools (kindergarten through twelfth grade), and rectories, convents, parsonages or minister's residences;

P. Automobile service stations;

Q. Self-service laundromats;

R. Neighborhood markets;

S. Health clubs;

T. Supermarkets;

U. Lodges and meeting halls;

V. Those uses permitted with a conditional use permit, pursuant to Section 18.46.030C.

~~I. Hotels and motels, but not amenity hotels;~~

SECTION 5. Subsections C and E of Section 18.32.050 of the Gardena Municipal Code are hereby amended to read as follows; all other sections remain the same:

18.32.050 Property development standards

* * *

C. Building height/FAR: Building heights shall not exceed sixty-five feet in general; ~~Building height shall be limited to two and one-half stories~~, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the C-3 zone and any R-1 and R-2 zone; and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the C-3 and R-3 or R-4 zones. The gross floor area of all buildings or structures on a lot or lots that comprise a project site shall not exceed 0.50 (FAR) with the exception of amenity hotels, which may have a FAR of up to 2.0.

* * *

E. A minimum ten-foot landscape perimeter shall be provided on all ~~front yard~~ street frontages. ~~A minimum five-foot landscape perimeter shall be provided on all side yard street frontages.~~

~~**SECTION 6.** Section 18.36.020P is hereby added to the Gardena Municipal Code to read as follows:~~

~~**18.36.020 Uses permitted**~~

~~P. Amenity hotels, subject to the requirements of Section 18.42.190:~~

SECTION 6. Section 18.36.030 of the Gardena Municipal Code is hereby amended to read as follows:

18.36.030 Uses permitted subject to a conditional use permit

Provided all activities are within an enclosed building, unless otherwise provided, the following uses may be permitted in the M-1 zone, subject to the issuance of a conditional use permit in accordance with the procedures set forth in Chapter 18.46 of this code:

A. Ambulance services, provided they are not located on arterial and major collector streets.

B. Automobile repair facilities, provided they are not located on arterial and major collector streets.

C. Automobile service stations.

D. Building supply centers.

E. Car wash facilities.

F. Churches and related facilities, subject to the requirements set forth in Section 18.46.030(C)(26). Related facilities do not include day care facilities, schools (kindergarten through 12th grade), and rectories, convents, parsonages, or minister's residences.

G. Contractor businesses; provided they are not located on arterial and major collector streets.

H. Establishments selling or serving alcoholic beverages for off or on-premise consumption.

I. Health facilities.

J. Hotels and motels, subject to the requirements set forth in Section 18.46.030C.15.

K. Amenity hotels, subject to the requirements set forth in Section 18.46.030C.29;

L. Recreational vehicle storage facilities, provided they are not located on arterial and major collector streets.

M. Self-storage facilities, at least five thousand feet from another similar facility and not located along a major collector or arterial street, subject to the requirements set forth in Section 18.46.030(C)(17).

N. Urgent care centers.

O. Warehouse uses subject to the requirements set forth in Section 18.46.030(C)(18).

P. Single room occupancy ("SRO") residential units subject to the following requirements in addition to the other requirements of Chapter 18.46:

1. Each room shall have a minimum floor area of one hundred fifty square feet and a maximum floor area of three hundred fifty square feet, which may include bathroom and/or kitchen facilities.

2. Dwelling units shall be offered for rent on a monthly basis or longer.

3. A SRO unit shall accommodate a maximum of two persons.

4. Each SRO development shall provide a minimum common area of ten square feet for each unit or two hundred fifty square feet, whichever is greater. All common areas shall be within the structure. Dining rooms, meeting rooms, recreational rooms, or other similar areas approved by the community development director may be considered common areas. Shared bathrooms, kitchens, janitorial storage, laundry facilities, common hallways, and other similar types of areas shall not be considered as common areas.

5. If a full kitchen is not provided in each SRO unit, common kitchen facilities shall be provided in the development. A full kitchen includes a sink, refrigerator, and a stove, range top and/or oven.

6. Each SRO unit shall have a private toilet in an enclosed compartment with a door and a sink, in addition to a kitchen sink if one is provided. The compartment shall be a minimum of fifteen square feet. If private bathing facilities are not provided for each unit, shared shower or bathtub facilities shall be provided in accordance with the most recent edition of the California Building Code for congregate residences. However, in no event shall there be less than one full shower or bathtub for every three units, and shower and bathtub facilities shall be located on each floor. Shared shower and bathtub facilities shall be accessible from a common area or hallway and shall be provided with an interior lockable door.

7. Each SRO unit shall have a separate closet.

8. Laundry facilities shall be provided in a separate room at the ratio of one washer and dryer for every ten units, with at least one washer and dryer per floor.

9. A cleaning supply room or utility closet with a wash tub with hot and cold running water shall be provided on each floor.

10. Parking shall be provided for a SRO facility at the rate of one parking space per unit plus an additional two spaces for the resident manager.

11. A management plan shall be submitted with the conditional use permit application for a SRO development, which shall be approved by the planning commission.

The management plan must address management and operation of the facility, rental procedures, safety and security of the residents, and building maintenance. A twenty-four-hour resident manager shall be provided for any single-room occupancy with ten or more units. An on-site manager and a manager's office shall be provided for any SRO development with nine or less units; the manager must maintain hours in the office for at least thirty hours a week.

~~J. Motels and hotels, but not amenity hotels.~~

SECTION 7. Subsections A, B and E of Section 18.36.060 are hereby amended to read as follows, all other provisions remain the same:

18.36.060 Property development standards

The following changes would be made to the development standards:

A. Building height/FAR: Building heights shall in no case exceed sixty-five feet, shall not exceed thirty-five feet within one hundred feet of a zone boundary line between the M-1 zone and any R-1 and R-2 zones, and shall not exceed fifty ~~forty-five~~ feet within one hundred feet of a zone boundary line between the M-1 and R-3 or R-4 zones. The maximum gross floor area of buildings or structures on a lot or lots that comprise a project site shall not exceed 1.0 FAR , except for amenity hotels, which may have a FAR of up to 2.0.

B. Building restrictions:

1. No opening in the exterior wall of a building shall be allowed on industrial buildings when the exterior wall of such building faces an R zone on the rear, side, or front property lines and is within 60 feet of such zone.

Exceptions:

~~a. If such building is situated sixty feet or more from an R zone, openings in exterior walls facing such R zone shall be allowed.~~

a ~~b~~. Any openings may be allowed in exterior walls of such buildings if they are required by law providing they are equipped with self-closers and are of solid material.

b ~~c~~. Solid panels of glass block shall be allowed regardless of the distance from the property line.

~~d. Openings shall be allowed into areas used for office space only; such openings shall be glazed with obscure glass, facing side or rear property lines only.~~

2. Noise emitted by any use shall comply with standards set forth in Chapter 8.36.

* * *

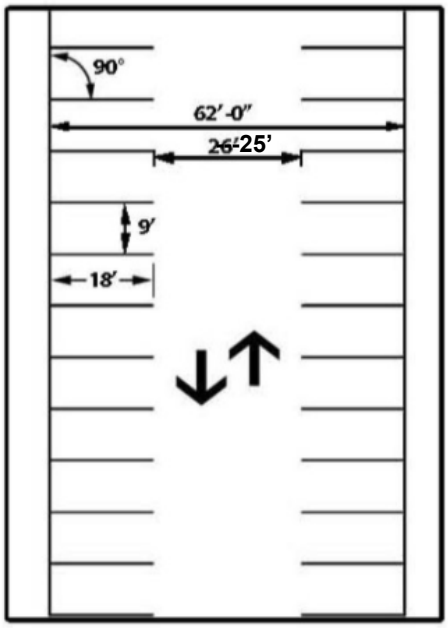
E. Landscape perimeters shall be provided on all street frontages except alleyways. The landscape perimeters shall be a minimum of ten feet in the front yard and five feet in the side yard and shall have automatic sprinkler systems.

~~**SECTION 9.** Section 18.40.040 of the Gardena Municipal Code is hereby amended to read as follows:~~

~~Amenity Hotels: A parking ratio of 0.85 space per guest room for guests and employees, plus provision of spaces for additional uses within the hotel at the rates specified in this section for such uses. The Community Development Director may allow a reduction in this parking requirement based on a parking study justifying the same;~~

SECTION 8. The aisle width set forth in Section 18.40.050F of the Gardena Municipal Code is hereby amended to read as follows:

Figure 3 Label	**Design Component**		**Parking Angle**				
			0° (Parallel)	**30°**	**45°**	**60°**	**90°**
F	Aisle Width	One-Way	13’	14’	16’	19’	N/A
		Two-Way	24’	22’	24’	24’	25’ ~~26’~~



90° Parking Spaces

SECTION 9. Section 18.42.085 of the Gardena Municipal Code is hereby amended to read as follows.

Section 18.42.085 Building setbacks for commercial and industrial development

The following building setbacks shall be established and maintained in addition to setbacks that may be required for planned rights-of-way for new and expanded structures:

1. Front building setback:

    a. Where Commercial or industrial zoned property fronts a street, there shall be a building setback of not less than ten feet, which shall be landscaped and maintained.

    b. Where Commercial or industrial zoned property abuts or is adjacent to a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

    c. Where Commercial or industrial zone property faces a R zone, there shall be a building setback not less than twenty feet, which shall be landscaped and maintained.

2. Side building setback:

    a. Where Commercial or industrial zoned property sides upon a street, there shall be a side yard not less than ~~five~~ ten feet abutting the street, which shall be landscaped and maintained.

b. Where the side ~~or rear~~ lot line of Commercial or industrial property abuts any R zone and there is no intervening alley, there shall be a side yard not less than five feet. There shall also be an eight-foot-high solid masonry wall erected and maintained along the side lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high from the building line of the R zone to the front lot line any street frontage.

3. Rear building setback:

a. Where commercial or industrial zoned property rears upon a street, there shall be a rear-building setback of not less than ten feet, which shall be landscaped and maintained.

b. Where the rear lot line abuts any R zone and there is no intervening alley, there shall be a building setback of not less than five feet and an eight-foot-high solid masonry wall shall be erected and maintained along the rear lot line abutting any R zone; provided, however, such wall shall be only three and one-half feet high within the ten feet closest to a street.

c. Rear building setbacks may be used for off-street parking or storage, except as described in subsection B(3)(b) of this section, where the yard is of adequate size and depth and the provisions of Chapter 18.40 of this code are met. When such yard is used for storage, the height of such storage shall not exceed six feet.

SECTION 10. Section 18.42.120 of the Gardena Municipal Code is hereby amended to read as follows:

Section 18.42.120 Distance between buildings

Zones in which tall buildings are permitted: in all zones where buildings of three or more stories in height are permitted, the requirements for space between buildings on the same site shall be increased two and one-half feet for each story, or fraction thereof, above the second story.

SECTION 13. Section 18.42.190 of the Gardena Municipal Code is hereby added to read as follows:

18.42.190 Amenity Hotel.

Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

A. The hotel contains a minimum of two amenities, including but not limited to:

1. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
2. Day spa facilities;
3. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
4. A pool or other outside improved and landscaped recreation areas;
5. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than, or in addition to, free weights to allow a minimum of four individuals to work out at the same time;
6. Event space that is a minimum of 375 square feet in size;
7. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

B. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;

C. Lot size: minimum of ½ acre;

D. Location: located on an arterial or major collector street;

E. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;

F. Meets all other development standards of the applicable zone; and

G Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the ordinance allowing amenity hotels or that are found to be equivalent.

SECTION 11. Subsection C of Section 18.46.030 is hereby amended by revising subsection 15 and adding a new subsection 29 to read as follows:

Section 18.46.030 Uses permitted subject to a conditional use permit

* * *

C. The following uses may be permitted pursuant to this section in the zones specified with a conditional use permit. In no case shall a conditional use permit be granted in a zone for a use specifically prohibited in a zone within which the subject property is located:

15. Hotels and motels, except amenity hotels, in the C-3, C-4, M-1 and M-2 zones; provided, that:

a. The minimum lot area for hotels or motels shall be one acre exclusive of all other buildings or uses located on the same lot in a mixed use development;

b. The minimum lot width for hotel or motel developments shall be one hundred feet. The minimum lot depth shall be one hundred fifty feet;

c. A minimum of twenty feet front yard setback shall be provided, and not less than twenty percent of the total paved area utilized for driveways and open parking shall be landscaped pursuant to regulations set forth in Section 18.40.090;

d. The Planning Commission may allow the reduction of parking below that set forth in Section 18.40.040 based on a ~~A~~ parking demand/traffic impact study, paid for by the proponent ~~of a hotel/motel~~, ~~has been~~ and prepared by a qualified traffic engineer;

e. A market analysis/financial feasibility study, paid for by the proponent of a hotel/motel, has been prepared by a qualified consultant;

~~f. The engineer/consultant preparing the studies required by subsections C(15)(d) and (e) of this section shall be from a list of engineers and consultants approved by the community development department;~~

f ~~g~~. Not more than twenty percent of the guest rooms shall be equipped with kitchens or kitchenette facilities;

* * *

29. Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

a. The hotel contains a minimum of two amenities, including but not limited to:

i. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
ii. Day spa facilities;
iii. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
iv. A pool or other outside improved and landscaped recreation areas;
v. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than. or in addition to. free weights to allow a minimum of four individuals to work out at the same time;
vi. Event space that is a minimum of 375 square feet in size;
vii. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

b. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;

c. Lot size: minimum of ½ acre;

d. Location: located on an arterial or major collector street;

e. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;

f. Meets all other development standards of the applicable zone; and

g Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the ordinance allowing amenity hotels or that are found to be equivalent.

SECTION 12. Imposition of Mitigation Measures and Conditions of Approval. The development of all Amenity Hotels shall be subject to the Conditions of Approval, including the Mitigation Measures, set forth in Exhibit A, attached hereto, in addition to any other conditions of approval imposed by the City.

SECTION 13. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance, or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared unconstitutional.

SECTION 14. This Ordinance shall take effect on the thirty-first day after passage.

SECTION 15. Certification. The City Clerk shall certify the passage of this ordinance and shall cause the same to be entered in the book of original ordinances of said City; shall make a minute passage and adoption thereof in the records of the meeting at which time the same is passed and adopted; and shall, within fifteen (15) days after the passage and adoption thereof, cause the same to be published as required by law, in a publication of general circulation.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2021.

_____
TASHA CERDA, Mayor

ATTEST:

_____

MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

_____

LISA E. KRANITZ, Assistant City Attorney

EXHIBIT A

CONDITIONS OF APPROVAL FOR ALL AMENITY HOTEL PROJECTS

COA CUL-1: If previously unidentified cultural resources are encountered during ground disturbing activities, construction activities shall cease in the immediate vicinity and construction activities shall be diverted away from the find (50-foot buffer around the find) and a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, the treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. In the event that an identified cultural resource is of Native American origin, the qualified archaeologist shall consult with the Project owner and City of Gardena to implement Native American consultation procedures.

COA GEO-1: If excavation activities associated with the development of an amenity hotel would occur at a depth of greater than five feet on any site mapped as middle to late Pleistocene older alluvium at the surface, prior to commencement of ground-disturbing activities a qualified vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall develop Worker Awareness and Environmental Program (WEAP) Training for construction personnel. This training shall be presented to construction personnel and include what fossil remains may be found within the Project area and policies and procedures that must be followed in case of a discovery. Verification of the WEAP Training shall be provided to the Gardena Community Development Department.

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

COA HAZ-1: Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos

containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. The asbestos survey shall be provided to the City of Gardena Building Division. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

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

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

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

- Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

- The Project applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- During construction, equipment staging areas and stationary construction noise sources, such as generators or pumps, shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per Gardena Municipal Code Section 8.36.080, construction activities shall not occur during the hours of 6:00 p.m. and 7:00 a.m. on weekdays; between the hours of 6:00 p.m. and 9:00 a.m. on Saturday; or any time on Sunday or a Federal holiday.

MITIGATION MEASURES: The following mitigation measures shall be imposed upon the project.

BIO-1: If a Project site includes trees with the potential to support nesting migratory birds, construction, grubbing, brushing, or tree removal shall be conducted outside of the state identified nesting season for migratory birds (i.e., typically March 15 through September 1), if possible. If construction activities cannot be conducted outside of nesting season, a Pre-Construction Nesting Bird Survey within and adjacent to the Project site shall be conducted by a qualified biologist within three days prior to initiating construction activities. If active nests are found during the Pre-Construction Nesting Bird Survey, a Nesting Bird Plan (NBP) shall be prepared by a qualified biologist and implemented during construction. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, monitoring, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, nesting sage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity.

CUL-1: Future development of an amenity hotel on a property with a potential historical resource, shall require a Historic Resources Assessment prepared by a qualified professional, which shall be submitted to the City of Gardena Community Development Department for review and approval. The Historic Resource Assessment shall determine whether the resource(s) is potentially historic and if the proposed project would potentially cause a substantial adverse change to the historical resource. Feasible measures shall be identified in order to mitigate the known and potential significant effects of the subject development project, if any.

mitigation measures would also be incorporated into the proposed Project.

GEO-1: Prior to the submission of any new building permit application, the applicant of a major development shall provide for the City's review and consent, a comprehensive geotechnical investigation that explores and evaluates soil, groundwater, geological and seismic conditions; provide soil engineering criteria, and document the potential for seismically induced groundshaking on the building site. Such investigations shall be conducted by a licensed civil engineer specializing in the practice of soil mechanics, and by a certified engineering geologist. Construction shall be in compliance with the findings and recommendations of the required investigations.

Prior to the submission of any new building permit application in portions of the City that lie near suspected faults identified in future studies, the applicant shall provide geotechnical evaluations acceptable to the City to establish the presence and location of the suspected faults, and to establish whether or not they are potentially active.

If a fault is identified within the City, no structure intended for human occupancy or use shall be placed directly on or within 50 feet of any active or potentially active fault. Nor shall any structure intended for human occupancy be constructed within 150 feet of an inferred fault whose exact location is unknown. Additionally, no sensitive land use, including hospitals and schools should be placed within any seismic study zone, or within 200 feet of an inferred fault.

HAZ-1: Prior to the sale or development of a property where the City is involved with the financing or acquisition of the property, the City shall require a full Phase I Environmental Assessment of the site. In addition, an environmental consultant, familiar with the handling of hazardous wastes, should be either on-site or on call to property remove and dispose of any hazardous wastes encountered during the excavation and/or grading of the site.

Construction requiring soil excavation and soil filling in areas of known commercial and industrial uses, proper sampling shall be required prior to the disposal of excavated soil.

All development and businesses operating within the City shall obtain, prior to receiving a use permit, all relevant licenses and permits from the appropriate agencies charged with regulation of hazardous materials.

TRA-1: The hotel operator of an amenity hotel on APN 4064-023-018, APN 4064-023-034, or APN 4064-030-019 shall implement at least one of the following VMT reduction measures:

- Implement Price Workplace Parking for a reduction of 3.7%. This assumes 100% of employees would be subject to a $2 per day parking charge.
  - To achieve the necessary 3.1% reduction, a minimum of 84% of employees shall be subject to a $2 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 31% of employees shall be eligible for this program.
- Implement Employee Transit Subsidies for a reduction of 5.2%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 60% of employees shall be eligible for this program.
  - This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

- Implement Promotions and Marketing for a reduction of 4.0%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 78% of employees shall be eligible for this program.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of one of the VMT reduction measures shall be provided annually to the City of Gardena Community Development Department.

TRA-2: The hotel operator of an amenity hotel on APN 6106-027-039, 6106-027-028, or 6106-030-011 shall implement at least one of the following VMT reduction measures or combination of measures:

- Implement Price Workplace Parking for a reduction of 6.8%. This assumes 100% of employees would be subject to a $6 per day parking charge.
  - To achieve the necessary 6.8% reduction, a minimum of 100% of employees shall be subject to a $6 per day parking charge.
- Implement Rideshare Program for a reduction of 10%. This assumes 100% of employees would be eligible for this program.
  - To achieve the necessary 3.1% reduction, a minimum of 68% of employees shall be eligible for this program.

The following combination of measures can also achieve the necessary 6.8% VMT reduction:

- Implement Employee Transit Subsidies and Promotions and Marketing for a reduction of 9%. This requires 100% of employees being eligible for both programs. This assumes an LA Metro EZ Pass subsidy of approximately $3.67 per day per employee.

New employees shall be informed of any rideshare and transit subsidy programs and subsidy program information shall be displayed within areas where the greatest number of employees are likely to see it (consistent with Gardena Municipal Code Section 18.68.020). Verification of the provision of at least one of the VMT reduction measures or combination of measures specifically identified shall be provided annually to the City of Gardena Community Development Department.

CITY OF GARDENA
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STAFF REPORT
RESOLUTION NO. PC 2-21
GENERAL PLAN AMENDMENT #1-21, ZONE TEXT AMENDMENT #1-21

DATE:	February 16, 2021
TO:	Chair Jackson and Members of the Planning and Environmental Quality Commission
FROM:	Raymond Barragan, Acting Community Development Director
CASE PLANNER:	John F. Signo, AICP, Senior Planner
APPLICANT:	City of Gardena
LOCATION:	Citywide
REQUEST:	To amend the Land Use Plan of the City's General Plan to allow higher floor area ratios in the Commercial and Industrial General Plan land use areas when allowed by the Gardena Zoning Code as well; primarily relating to amenity hotels.

BACKGROUND

The City of Gardena is situated in a position to capitalize on a demand for new hotel spaces due to its proximity to major attractions and vicinity to LAX. The City's transient occupancy tax, which is 11%, provides a good source of revenue for the City. The existing hotel development standards were adopted in 1990 due to the concerns by the City Council of proliferation of hotels/motels on small narrow lots within the City's commercial zones. While the change in standards seemed to have the desired effect, these standards make it all but impossible to attract and develop quality hotels in the City; only one hotel has been built since the adoption of the 1990 regulations and for reasons now unknown there were errors in the staff report and the hotel was allowed to develop without complying with the development regulations.

After consulting with the City's Economic Development Manager and a hotel developer that was interested in pursuing a project in Gardena, recommendations were made to change a number of the standards. In addition, staff found other minor changes to the Zoning Ordinance that should be made.

In order to address the concerns of the earlier City Council, but encourage the development of hotels in Gardena that could add revenue to the City's general fund, staff proposed to add a new type of hotel called an "amenity hotel" that would be required to provide amenities that are

commonly associated with more upscale types of hotels than the motels that had developed in earlier years.

In July 2020 the City Council authorized staff to proceed with the recommended changes (Exhibit A).

AMENITY HOTELS

Amenity hotels will be required to provide amenities such as: indoor lobby/lounge area with complimentary Wi-Fi meant for guests to sit, relax, and work; spa facilities; outside lounge areas meant for guests to sit, relax, and work, including common area patios and rooftop decks; pool or other improved recreation areas; gym facilities; conference centers; or other amenities of a similar nature that are for the benefit of guests and located outside of the individual rooms.

More specifically, amenity hotels would be defined as follows:

18.42.190 Amenity Hotel.
Amenity hotels, as allowed in the C-3, C-4, M-1, or M-2 zone shall comply with the following requirements:

A. The hotel contains a minimum of two amenities, including but not limited to:

1. An indoor lobby/lounge area with complimentary Wi-Fi designed and equipped as a social space for guests to sit, relax, eat, drink, and work;
2. Day spa facilities;
3. Outside, landscaped, lounge areas designed and equipped for guests to sit, relax, eat, drink, and work, including common area patios and rooftop decks;
4. A pool or other outside improved and landscaped recreation areas;
5. A fitness center that is a minimum of 400 square feet in size with sufficient equipment other than, or in addition to, free weights to allow a minimum of four individuals to work out at the same time;
6. Event space that is a minimum of 375 square feet in size;
7. Other amenities of similar nature that are for the benefit of guests and located outside of the individual rooms.

B. The majority of rooms are accessed from an interior lobby, courts, or interior hallway;
C. Lot size: minimum of ½ acre;
D. Location: located on an arterial or major collector street;
E. Does not contain more than 20% of rooms with kitchens or kitchenette facilities;
F. Meets all other development standards of the applicable zone; and
G Complies with the mitigation measures and standard conditions of approval that were identified in the environmental assessment for the ordinance allowing amenity hotels or that are found to be equivalent.

PROPOSED CHANGES

The following chart sets forth the current requirements in the Land Use Plan and Zoning and the proposed changes.

STANDARD	EXISTING REQUIREMENT	ANALYZED CHANGE	COMMENT
Location	Hotels currently allowed in C-3, C-4, M-1, M-2	Amenity hotels only allowed in those zones if on arterial or major collector	These locations support reduced parking because of availability of transit; allowing in other locations would require changes to the IS/MND.
Approval Mechanism	CUP	Amenity Hotels by right	Staff recommendation – continue to require CUP as approval mechanism to retain control if there are issues; change does not impact CEQA analysis.
FAR Maximum • Commercial land use • Industrial land use • Hotel Restrictions	0.5, 2.75 for self-storage facilities 1.0 0.5	2.0 for hotels (leaves 2.75 in place for specific uses in commercial)	If FAR is too high, a lower FAR would not impact CEQA analysis.
Min. Lot Size	1 acre	0.5 acre	Lot size could be increased without impacting CEQA analysis; decrease would require changes to the IS/MND.
Min. Lot Dimension	• 100 feet wide • 150 feet deep	No changes being sought	
Building Height – C-3/C-4 and M-1/M-2 zones	• No maximum stated • 2½ stories/35' within 100' of a R-1 or R-2 zone • 45' within 100' of R-3 zone	• 65' in general for C-3 • Increase to 50' within 100' of R-3 or R-4 zone • Eliminate 2½ story limit	Increase to a greater height may require changes to the IS/MND.
Setbacks – C-3/C-4 and M-1/M-2 zones	• 10' landscaped on all street frontages • 20' front yard for hotels	• Reduce to 5' on street side yard frontages for all C-3 properties • Eliminate 20' requirement for amenity hotels	Setbacks are not a CEQA issue and changes could be made without impacting CEQA analysis.
Parking Ratio	• 1 space for each room; and	• 0.85 for each room + spaces for additional	Parking is not a CEQA issue; ratio can be increased without impact to the CEQA analysis.

STANDARD	EXISTING REQUIREMENT	ANALYZED CHANGE	COMMENT
	• 1 space for every 6 rooms for employee parking • Spaces for additional uses (like conference center) as per Code	uses; reduction could be allowed based on parking study	Staff believes at least a 1:1 ratio for each room should be required.
Parking Demand study	Required for all hotels	Eliminated for hotels and amenity hotels unless applicant wants to reduce required parking	Parking study is not a CEQA issue and changes can be made without impact to the CEQA analysis.
Parking Size	• Standard space: 9' x 18' • Compact space: 8' x 17' up to 25% of parking	No change	Staff did not agree with request for reduced size changes. However, parking is not a CEQA issue and reductions could be made without any impact to the CEQA analysis.
Aisle width	26'	Reduce to 25'	Aisle width is not a CEQA issue; changes can be made without any impact to CEQA analysis. City's Building Official has determined this width to be sufficient.
Kitchens/kitchenette facilities	20% limit	20% limit for amenity hotels as well	No change proposed.
Market Feasibility	Required	Eliminate for amenity hotels	This is not a CEQA issue; changes could be made without impact to the CEQA analysis.

In addition to the changes listed above, the Ordinance also proposes to remove antiquated uses from the list of uses permitted in the C-3 zones.

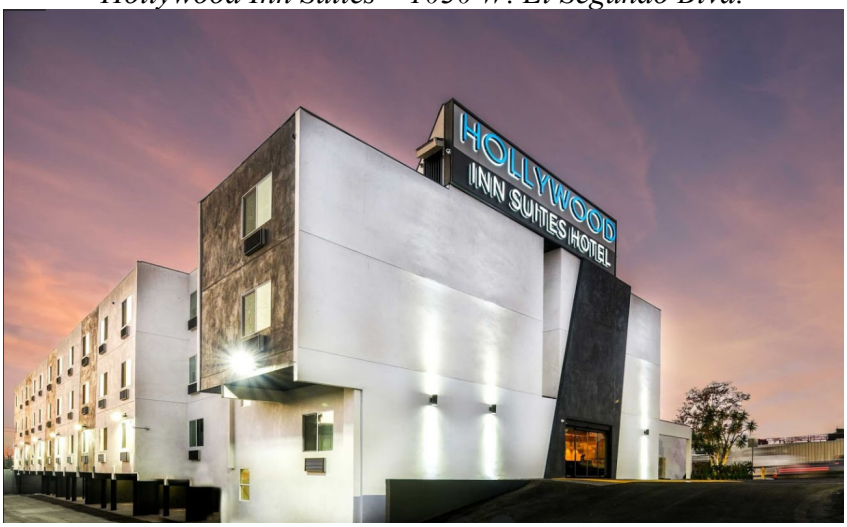
ANALYSIS

In order to help visualize what different standards may look like, the following chart provides information regarding some of the existing hotels in the City:

STANDARD	**Best Western Plus** 14400 S. Western Ave.	**New Gardena Hotel** 1641 Redondo Beach Blvd.	**Rodeway Inn** 15607 S. Normandie	**Gardena Terrace Inn** 15902 S. Western Ave.	**Hollywood Inn Suites** 1030 W. El Segundo Blvd.
Year Approved	2013	1988	1984	1980	Recent remodel
FAR	1.3	2.02	0.64	0.91	0.56
Lot Size	0.99 acre (43,210 sf)	1.5 acres (55,260 sf)	0.75 acre (32,390 sf)	0.46 acre (20,160 sf)	1.3 acres (56.628 sf)
Square Footage	56,280 sf	66,798 sf	22,405 sf	18,848 sf	31,843 sf
Building Height/Stories	4 stories/45’	6 stories	3 stories	3 stories	3 stories
Number of Rooms	64	101	50	46	75
Amenities	Pool, complimentary breakfast, exercise facility	Conference rooms, outdoor seating areas; large lobby; fitness center	Pool, fitness center	Seating terrace	Swimming pool, lobby area

New Gardena Hotel – 1641 Redondo Beach Blvd.

Hollywood Inn Suites – 1030 W. El Segundo Blvd.



Gardena Terrace Inn – 15902 S. Western Ave.

Also attached is a chart comparing Gardena's existing and proposed regulations to those of neighboring cities. (Exhibit B.)

Parking Considerations – As stated above, parking issues are not a CEQA issue. Nevertheless, the City hired LLG Engineers to prepare a parking analysis for Hotel Parking Standards. LLG looked at other cities' parking regulations as well as industry standard ratios from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). The conclusions of the parking analysis are shown in the following table.

Source	Parking Ratio
Survey of other jurisdictions' ordinances	Generally 1.0 space per room, with some cities requiring additional parking based on other amenities or employees; some hotels use reduced parking – the greater number of rooms, the lower the parking ratio above a certain number
ITE	Average parking supply ratio: 1.1 spaces per room • Average weekday peak period parking demand – 0.74 spaces/room • Average weekday peak period parking demand – 0.83 spaces/occupied room
ULI	• Peak parking demand ratio – 1.15 spaces per room (includes .15 space/room for employees) • Additional space required for other uses such as restaurants and meeting space
Empirical data from other parking studies	Range between 0.31 and 0.86 per occupied room.

LLG's analysis also concluded that ride services can reduce the need for parking as well. It was therefore LLG's conclusion that a parking ratio of 0.85 spaces per room could be justified if there is additional parking required for other uses.

ENVIRONMENTAL CONSIDERATIONS

The Economic Development Manager of the City determined that it was reasonable to anticipate four amenity hotels being built in the City with a total of 450 rooms. The City hired De Novo Planning Group to prepare an Initial Study/Mitigated Negative Declaration (hereafter "MND") for the project, with the understanding that the number of hotels and rooms would be limited. In order to assess the impacts from the proposed changes, De Novo first identified possible locations for amenity sites based on the size of properties and the requirement that the amenity hotels be located on arterial or major collector roads. (See Exhibit D for map of these streets.) It was also generally assumed that development of two hotels may occur at the same time and within 0.1 mile of each other. However, in the case of the air impacts analysis, it was assumed that all four hotels would develop at the same time. These assumptions create a worst-case scenario as it is more likely that multiple hotels would *not* develop at the same time or within that close of a proximity to each other. Similarly, by studying a FAR of 2.0, the City Council could ultimately decide to adopt a lower FAR, such as 1.5 without the need to revise the analysis because the impacts from a project at a 2.0 FAR would be worse than one at a 1.5 FAR.

The MND determined that of the twenty-one topic areas that were required to be addressed, the project would have the potential to have an impact on only six categories, but with the adoption of the mitigation measures listed in the Mitigation Monitoring and Reporting Program, all impacts would be reduced below a level of significance. These areas are: Biological Resources – construction activities are removal of trees could potentially impact nesting migratory birds; Cultural Resources – construction on developed property could potentially impact historical resources; Geology and Soils – construction activity could have potential adverse effects due to

earthquake fault, strong seismic ground shaking, seismic-related ground failure, being located on unstable or expansive soils, or destroying a unique paleontological resource; Hazards and Hazardous Materials – construction could cause a release of hazardous materials or be located on an identified hazardous waste site; Transportation – new amenity hotel development could conflict with the CEQA Guidelines requiring a Vehicle Miles Traveled analysis; Tribal Cultural Resources – construction could cause changes to tribal cultural resources.

As the project does not include any specific hotel development, the Ordinance has been drafted to require that an amenity hotel comply with the mitigation measures and standard conditions of approval that were identified in the MND.

The MND was circulated for the required 20-day public review period. No comments were received during that time.

Adoption of the MND requires the City to find that its independent judgment was used.

CONSISTENCY WITH THE GENERAL PLAN

The General Plan land use designation and zone changes may be made whenever the public necessity, convenience, general welfare, or good land use and zoning practices require the same. Additionally, General Plan amendments must be internally consistent and zone changes must be consistent with the General Plan.

The proposed project of increasing the allowed FAR in the commercial and industrial land use categories and zoning and the change to development standards is consistent with the following goals and policies of the Gardena General Plan.

Land Use Goal 3: Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

- Land Use Policy 3.4: Attract commercial and industrial uses that minimize adverse impacts no surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

- Land Use Policy 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

Economic Development Goal 1: Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

Economic Development Goal 3: Attract desirable businesses to locate in the City.

- Economic Development Policy 3.3: Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The proposed changes will encourage the development of new hotels which will improve the image and vitality of the City. Studies have been conducted to ensure that there is adequate off-street parking and adequate space for internal circulation. New hotels will provide revenue to the City and create new employment opportunities for residents and those in surrounding communities.

Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Policy 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

The proposed changes will encourage the development of new hotels along arterials and major corridors which provides better access to transit options. Only seven of the proposed sites do not screen out of a VMT analysis and transportation demand management mitigation measures will be imposed on any development on those sites. The changes will also allow visitors to stay overnight in the Los Angeles area rather than travelling from distant areas and creating unneeded VMT. Alternative transportation is more abundantly provided in the Gardena area as opposed to more remote areas as the majority of the city is considered a high quality transit area (HQTA) as defined by the Southern California Association of Governments (SCAG).

Public Safety Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

- Public Safety Policy 2.3: Require compliance with seismic safety standards in the [Uniform] Building Code.

- Public Safety Policy 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

Site specific geotechnical studies are required for any development in the City.

Public Safety Goal 3: Protect public health, safety and the environment from exposure to hazardous materials and other dangers.

If construction of a new amenity hotel requires demolition of an older building, an asbestos survey will be conducted to determine the presence or absence of asbestos. Asbestos removal must be performed by a State certified asbestos containment contractor. Paint which is separated from building materials is required to be evaluated for lead, and if found, disposed of by a qualified Lead Specialist.

The changes to the zoning standards for amenity hotels will be consistent with the changes made to the Land Use Plan relating to the intensity allowed in the commercial and industrial land use areas. These changes are necessary for the public convenience, general welfare and good land use practices as they will allow development of amenity hotels in the City which will bring jobs and revenue.

NOTICING

The public hearing notice for General Plan Amendment # 1-21 and Zone Change Amendment #1-21 was published in the Gardena Valley News on February 4, 2021. A copy of Proof of Publication is on file in the office of the Community Development Department, Room 101, City Hall, and are considered part of the administrative record.

RECOMMENDATION

Staff recommends the Planning and Environmental Quality Commission discuss the proposed changes, suggest any modifications it deems desirable, and adopt PC Resolution No. 2-21 which recommends that: 1) the City Council adopt the IS/MND and the Mitigation Monitoring and Reporting Program as set forth in Resolution No. 6498; the City Council amend the Land Use Plan of the General Plan to increase the FAR up to 2.75 for specific uses as identified in the Zoning Code for General Commercial uses and up to 2.0 for specific uses as identified in the Zoning Code for Industrial uses as identified in Resolution No. 6499; and 3) the City Council approve Ordinance No. 1825 amending the Zoning Code primarily relating to development standards for amenity hotels, but making other changes as well.

ATTACHMENTS

Exhibit A – July 14, 2020 City Council agenda item
- Exhibit 1 – Hotel Comparison of Other Cities
- Exhibit 2 – Memo to City Manager from 1990
- Exhibit 3 – Planning Commission staff report dated June 1, 1990
- Exhibit 4 – Ordinance No. 1440

Exhibit B – LLG Engineers Parking Analysis
Exhibit C – Map of Arterial and Major Collector Street
Exhibit D – Hotel Comparison of Other Cities (Full Version)
Exhibit E – PC Resolution No. 2-21
- Exhibit 1 – Resolution No. 6498 adopting the IS/MND and MMRP
    - Attachment A – IS/MND
    - Attachment B - MMRP
- Exhibit 2 – Resolution No. 6499 amending the Land Use Plan
    - Attachment A – Amended Land Use Plan
- Exhibit 3 – Ordinance No. 1825 amending development standards

City of Gardena
City Council Meeting

Agenda Item No. 8. B. (2)
Department: COMMUNITY DEVELOPMENT
Meeting Date: 07/14/2020

AGENDA REPORT SUMMARY

TO: THE HONORABLE MAYOR AND CITY COUNCIL MEMBERS

AGENDA TITLE: Initiation of Changes Relating to Hotel Development Standards

COUNCIL ACTION REQUIRED:	Action Taken
▪ Provide Staff direction	

RECOMMENDATION AND STAFF SUMMARY:

Staff respectfully recommends that Council provide direction to staff on whether to implement changes to the General Plan and Zoning Code relating to hotel development in the City.

With the construction of the mixed-use development in Inglewood which will include SoFi Stadium and Hollywood Park, and the proximity to Stub Hub and other attractions, Gardena should be in a position to capitalize on a demand for new hotel spaces in the surrounding area, thereby increasing the City's tax base. However, the applicable development standards of the General Plan and Zoning Code are prohibitive to the development of new hotels in the City.

Currently, staff is only looking for general direction from the City Council. The specific development standard changes to the General Plan and Zoning Code would be brought back to the Planning Commission and then City Council.

FINANCIAL IMPACT/COST: None

ATTACHMENTS:
- Agenda Staff Report

Submitted by: _____, Raymond Barragan, Acting Community Development Director Date: 07/09/2020

Concurred by: _____, Clint Osorio, City Manager Date: 07/09/2020

EXHIBIT A

CITY COUNCIL MEETING
AGENDA STAFF REPORT

Agenda Item No. 8. B. (2)
Department: Community Development
Meeting Date: July 14, 2020

AGENDA TITLE:

INITIATION OF CHANGES RELATING TO HOTEL DEVELOPMENT STANDARDS

RECOMMENDATION:

Staff respectfully recommends that Council provide direction to staff on whether to implement changes to the General Plan and Zoning Code relating to hotel development in the City.

BACKGROUND:

With the construction of the mixed-use development in Inglewood which will include SoFi Stadium and Hollywood Park, and the proximity to Stub Hub and other attractions, Gardena should be in a position to capitalize on a demand for new hotel spaces in the surrounding area, thereby increasing the City's tax base. However, the applicable development standards of the General Plan and Zoning Code are prohibitive to the development of new hotels in the City.

Unlike the residential development standard changes which staff initiated, staff is seeking Council direction as to whether changes should be implemented for hotels for several reasons. First, the residential standards were changed to allow residential development to meet the density *that was already allowed* in the Gardena Municipal Code; changes to the hotel standards would require an intensification of the allowed density as well as a modification to other standards. Second, the changes to the residential standards were exempt from CEQA; the changes to hotel development standards would have to be analyzed under CEQA because of the increase in building area. Third, and perhaps most important, the existing development standards were adopted in 1990 based on the concerns of the then City Council regarding the proliferation of hotels/motels on small narrow lots within the City's commercial zones which lacked amenities such as open space, adequate parking, landscaping and recreational facilities. The lack of these amenities led to high vacancy rates, cut-rate prices, and deleterious effects. A conditional use permit requirement was instituted in order to allow the City the opportunity to review each proposed hotel and motel development on its merits and deny projects which were not compatible with the surrounding uses or neighborhood. Standards were imposed on hotels and motels that exceeded the requirements for other developments in the same zone. Background documents from that time are attached for City Council's review.

According to staff research, at the time of the 1990 changes, neither the General Plan nor City zoning had FAR limits on commercial development. This means that when the City Council adopted the development standards, a denser project could be built than would be allowed under todays standards and it does not appear that the then City Council meant to place such a severe restriction on the development of hotels.

The City's current development standards for hotels and motels are listed below. A column has been included indicating the areas in which staff seeks guidance. As staff did with seeking input from residential developers, staff has also sought input from a hotel owner in Gardena who is interested in building an additional hotel.

STANDARD	REQUIREMENT (based on C-3 zone)	QUESTIONS/COMMENTS
Approval Mechanism	CUP	Continue conditional approval or allow by-right, Site Plan Review would still apply if on designated streets? • Developer recommendation – allow by right for hotels • Staff recommendation - continue to require CUP for motel; staff to examine necessity to continue for hotels. Site Plan Review still required as indicated in the GMC on designated streets.
FAR	.5 – meaning on a 50,000 sf lot you can only build 25,000 sf • Everything in C-3 zone is .5 FAR	Should FAR be increased and if so to what? • Developer request – increase to maximum of 1.9 FAR for hotels • Staff recommendation – increase FAR to a minimum of 1.5 – 2.0 for hotels
Min. Lot Size	1 acre	Should there be a minimum lot size? • Developer request – minimum 25,000 sf • Staff recommendation – reduce minimum lot size to ½ acre (21,780 sf)
Min. Lot Dimension	• 100 feet wide • 150 feet deep	No changes being sought
Building Height	• 65 feet in general • 2 ½ stories/35 feet when adjacent to a R-1 or R-2 zone • 45 feet when adjacent to 100 feet of R-3 zone	Should height be increased? • Developer request – increase to 50' when adjacent to an R-3 zone • Staff recommendation – allow for some height increase adjacent to R-3 for hotels
Setbacks	• 10 feet landscaped on all street frontages • 20 feet – front yard (note all other commercial uses require 10-foot setback) • 5 feet – rear yard • 5 feet – side yard	Should front yard setback be reduced? • Developer request – reduce all setbacks to 5 feet • Staff recommendation – reduce setback in front yard so it is consistent with other commercial requirements. i.e. 10 feet and reduce to 5 feet on side-street for everything in C-3 zones
Parking Ratio	• 1 space for each room; and • 1 space for every 6 rooms for employee parking • Spaces for additional uses (like conference center) as per Code	Should parking ratios be reduced? • Developer request – 80% of hotel rooms if more than 80 rooms; otherwise 1:1 • Staff recommendation – reduce to 1:1 requirement for the first 100 rooms and then a fractional rate for 100+ room; plus spaces per additional uses open to the public; parking may be reduced upon submission of a parking demand study showing need for less parking
Parking Demand study	Required	Should this still be required? • Staff recommendation – only require if developer wishes to lower the parking requirement
Parking Size	• Compact space – 8' x 17' up to 25% of parking	Should additional compact spaces be allowed? • Developer request – allow up to 30% compact • Staff recommendation – no opinion

STANDARD	REQUIREMENT (based on C-3 zone)	QUESTIONS/COMMENTS
Aisle width	26'	Should aisle width be reduced? • Developer recommendation: reduce to 24' for standard stalls and to 22' for compact stalls • Staff recommendation – consult with traffic engineer and Building Official to determine feasibility
Landscaping	20% of all paved areas used for driveways and open parking (note all other commercial developments only require 5% landscaping in these areas); this is in addition to requirements for front-yard/side-street landscaping requirements	Should landscaping be reduced? • Developer request – reduce ALL landscaping to 20 sf per guest room, for a maximum of 2,000 sf of landscaping • Staff recommendation – reduce to be consistent with other commercial development on driveways and parking areas
Kitchens/kitchenette facilities	• 20% limit	No change proposed
Market Feasibility Study	Required	Should this still be required? • Developer request – none required • Staff recommendation – no opinion

GARDENA HOTELS

Only one hotel has been built since the adoption of the 1990 regulations, the Best Western Plus on Western Avenue. For reasons now unknown due to a change in personnel (City Manager, Director of Police, Streets and Development Services, and Planning Assistant are all gone), there were errors in the staff report and the hotel was allowed to develop at a greater FAR than allowed by the Gardena Municipal Code and without the required setbacks. Instead of being built at a .5 FAR, the hotel was developed at a 1.3 FAR.

In an effort to help the City Council visualize what different standards may look like, the following information is provided regarding some of the existing hotels in the City which were considered Tier 1 hotels in 2013:

STANDARD	**Best Western Plus** 14400 S. Western	**New Gardena Hotel** 1641 Redondo Beach Blvd.	**Rodeway Inn** 15607 S. Normandie	**Gardena Terrace Inn** 15902 S. Western	**Hollywood Inn Suites** 1030 W. El Segundo
Year Approved	2013	1988	1984	1980	Recent remodel
FAR	1.3	2.02	.64	.91	.56
Lot Size	.99 acre (43,210 sf)	1.5 acres (55,260 sf)	.75 acre (32,390 sf)	.46 acre (20,160 sf)	1.3 acres (56,628 sf)
Square Footage	56,280 sf	111,854 sf	22,405 sf	18,848 sf	31,843 sf
Building Height/Stories	4 stories/45 feet	6 stories	3 stories	3 stories	3 stories
Number of Rooms	64	101	50	46	75

OTHER CITIES

According to the City's Economic Development Manager, it has been estimated that Gardena can most likely support only two or three more hotels. However, the City's ability to support these hotels could be impacted by a proliferation of hotels in other areas. Therefore, in order to attract quality hotels, Gardena needs development standards that are competitive with neighboring communities. The attached chart shows how Gardena's existing Ordinance compares with that of other cities. A review of the above chart shows that Gardena's development standards are more conservative than other cities and would not be likely to entice a hotel developer to build in the City.

CEQA

An amendment to the zoning provisions which would allow increased development, i.e., an increased FAR, must be analyzed under CEQA to determine the impacts of such increases. Except for the parking lot adjacent to the Lucky Lady, there is no other specific location in mind so the CEQA analysis would be general in nature. Nevertheless, the cost of a CEQA analysis is estimated to be approximately $80,000 to $100,000 depending on what other changes are to be included. In order to be on the conservative side, the CEQA review would assume the construction of four new hotels.

RECOMMENDATION

At this point, staff is only looking for very general direction from the City Council and the specific development standard changes to the General Plan and Zoning Code would be brought back to the Planning Commission and then City Council. However, staff does need some direction to help guide the environmental assessment.

If Council desires to change the development standards, a motion to direct staff to implement the changes would be in order.

Attachments:

- Comparison Chart to Other Cities
- Memo to City Manager from 1990
- Staff report to Planning Commission dated June 1, 1990
- Ordinance No. 1440

Hotel Comparison of Other Cities

Zone Requirements for Hotel Development	City of Gardena (C3)	City of Inglewood (C2)	City of Hawthorne (C3)	City of El Segundo (C3, MU-N&S, Corp. Office)	City of Redondo Beach (Commercial zones)	City of Hermosa Beach (C2, C3)	City of Torrance (C2, C3, C5)	City of Glendale (C3)
Minimum Lot Area	1 acre for Hotels	20,000	Hotels with Restaurant and/or Conference Space: none. Hotels without Amenities: 1 acre minimum	10,000 (C3)	None	None	None	None
Lot Dimensions	100' x 150'	150' frontage requirement	None	100' (min. street frontage)	None	None	100' (min. street frontage)	None
Building Height Limit	35' within 100' of boundary with R-1 or R-2 zone; 45' within 100' of boundary with R-3 zone	75 ft	None, but over 4 stories requires CUP	200' east of Sepulveda; 45' west of Sepulveda; 40' if abutting residential	30' (C-3 zone)	30' C2; 35' C3	Building Code	District I: 50' and 3 stories; District II: 65' and 4 stories; District III: 90' and 6 stories; District IV: 35'
Building Intensity	0.50 FAR	None	2.5 FAR	0.8 FAR; 1.0 in C3 zone with additional FAR east of Sepulveda with approved TDR (transfer dev. Rights) plan	0.7 for C-3 zone (0.35 to 1.0 FAR for other commercial zones)	None	None	None
Lot Coverage Limit	None	65%	None	None	None	None	None	40% of total lot area and an additional 5% permitted for 2nd floor

Hotel Comparison of Other Cities

Zone Requirements for Hotel Development	City of Gardena (C3)	City of Inglewood (C2)	City of Hawthorne (C3)	City of El Segundo (C3, MU-N&S, Corp. Office)	City of Redondo Beach (Commercial zones)	City of Hermosa Beach (C2, C3)	City of Torrance (C2, C3, C5)	City of Glendale (C3)
Setbacks	20' front setback on Rosecrans; 10' on Budlong; 20' rear setback	15 ft in front. 5ft in back, if abutting alleyway. (increase by 2ft for every story above 2 stories)	None	25' front; 15' side; 25' side (street); up to 10' side/rear if adjacent to other zone; 15' rear; 25' rear (street)	5' front; 10' side (street); 20' side (full length of lot, but PC may modify); 0' rear unless residential abutting, then 20' (PC may modify)	0' front; 8' side/rear C3 (add'l 2' for each add'l story that abuts residential); 5' side/rear C2	Determined by PC	Front, side (street and interior): None; Interior adjacent to residential: 5' min. and ave. 8' for bldgs and structs up to 28'; 7' min. and ave. 10' for bldgs/structs 28' and up to 35'; 1' min. for every 2' of height for entire bldg., if building is over 35'
Parking	1:1, plus 1 space for every 6 rooms for employee parking, plus parking for additional uses, plus parking demand study	102 for the first 100 rooms + 50% spaces for above 100 rooms.	Hotels with Restaurant and/or Conference Space: 1:1 first 100 rooms. ¾ space for each of the next 50 rooms; ½ space for each room above one hundred fifty rooms. Hotels w/o amenities = 1:1	1 space for each of the first 100 rooms; 3/4 space for each of the next 100 rooms; and 1/2 space for each room above 200 rooms, or sleeping units	1 space for each room w/o kitchen, and 1½ spaces for each room with kitchen; plus 1 space per each 100 SF of banquet, assembly, meeting or restaurant seating area. (The decision-making body may require less based on certain factors)	1 space for each of the first 50 units; 1 space per 1½ units after 50 units; and 1 space per 2 units after 100 units (Restaurants, banquet rooms, conference rooms, etc. shall provide parking as computed separately)	1.25 parking spaces per room, plus 10 spaces for each 1,000 SF of ancillary service areas (Approval authority may reduce base criteria depending on size, range of services, and location)	0.8 space per each habitable room

Hotel Comparison of Other Cities

Zone Requirements for Hotel Development	City of Gardena (C3)	City of Inglewood (C2)	City of Hawthorne (C3)	City of El Segundo (C3, MU-N&S, Corp. Office)	City of Redondo Beach (Commercial zones)	City of Hermosa Beach (C2, C3)	City of Torrance (C2, C3, C5)	City of Glendale (C3)
Standard Parking Stall	9' x 18'	8' x 18'	9' x 18'	8.5' x 18'	8.5' x 19'	8.5' x 18'	8.5' x 19'	8.5' x 18'
Compact Parking Stall	8' x 17' (up to 25% of parking requirement)	8'x 16' (up to 30% of parking requirement)	8 x 15'	8.5' x 15' (up to 20%)	8' x 15' (up to 20%)	7.5' x 15' (up to 30%)	7.5' x 15' (up to 10%)	
Parking Aisle	26'	24' for standard stalls and 22' for compact stalls	26'	25'	25'	25' (20' compact)	24'	24'
Landscaping	20% of all paved area	25 SF per guestroom for a maximum of 2,500 SF	None	5% of vehicular use area	1 shade tree per every 6 spaces in parking lot	None	20% of total lot area	Not less than 5% of interior parking lot
Kitchenettes	Maximum 20% of units	Not allowed	Allowed	Allowed	Allowed (no more than 50%)	Determined by decision-making body for lots >20,000 SF	Determined by PC	
Feasibility Studies	Yes	None required	Yes	None required	None required	None required	Parking demand study and market analysis	
Conditional Use Permit Required	Yes	No	Yes	Yes in Corporate Office zone; No in C3 & MU-N&S	Yes	No	Yes	No

MEMO TO: Kenneth W. Landau, City Manager DATE:

SUBJECT: Proposed Ordinance on Hotels/Motels

BACKGROUND

On September 27, 1988 the City Council adopted Ordinance 1403 temporarily prohibiting development of hotels and motels for a period of 45 days. The Council's concern stemmed largely from the development of hotels and motels on small narrow lots and lacking such amenities as open space, adequate parking, landscaping, and recreational facilities. It was deemed that the absence of such amenities, commonly provided in larger well-established hotels and motels, may easily lead to high vacancy rates, cut rate prices, and deleterious effects.

On November 8, 1988 the City Council adopted Ordinance 1405 extending the moratorium for an additional period of 10 months and 15 days. This extended moratorium was due to expire on September 23, 1989; however, on September 12, 1989, the Council adopted Ordinance 1425 further extending the moratorium for a period of 12 months.

ANALYSIS

Currently, hotel and motel developments are subject to site plan review requirements of the Code, whereby the Planning Commission reviews the arrangement of the buildings on the lot, parking and circulation design, setbacks, landscaping, other development standards and the proposed use of the property. The Commission shall either approve the site plan with conditions or deny the site plan based on its findings. However, it cannot deny a site plan if the proposed use is permitted in the zone and all applicable development standards are met. Naturally, as in all planning applications, the Commission's decision is appealable to the City Council.

Since the adoption of the moratorium, staff has identified several areas where adoption of specific standards would further strengthen our present requirements to regulate hotel and motel developments. The following are highlights of the proposed ordinance:

Definition

We have provided updated definitions for hotels and motels that are more suited for current industry trends and local requirements. We have kept the provision whereby not more than 20% of the guest rooms in hotels or motels may be equipped with kitchens or kitchenettes.

Conditional Use Permit

Hotels and motels may be permitted in the C-3, C-4, M-1 and M-2 zones subject to approval of a conditional use permit; they will not be permitted in the C-R, C-P and C-2 zones. The conditional use permit process is discretionary and will therefore afford the City the opportunity to review each proposed hotel or motel development on its merits. The City can deny a proposed project on the basis of non-compatibility with the surrounding uses or neighborhood. Further, since a conditional use permit is an entitlement, it could be revoked in case of non-compliance with the conditions of approval. In comparison, the site plan review is ineffectual once the project has been approved.

Development Standards

The ordinance requires of all new hotel and motel developments a minimum one acre lot size including minimum dimensions of 100 feet width and 150 feet depth. Also, a 20 feet front yard setback is required and not less than 20% of the parking/driveway areas shall be landscaped; currently, there is no front yard setback requirement and the landscaping is at 5%.

Parking and Market Studies

Hotels and motels are found to possess such unique characteristics of parking demand as to warrant special consideration, primarily because they may be combination of land uses -- accommodation for overnight guests, conference/meeting facilities, and restaurant/entertainment facilities. To determine traffic impacts, the ordinance requires the preparation of a parking demand and traffic impact study by a qualified traffic engineer.

The ordinance also requires a market analysis prepared by a qualified consultant to study among others if the proposed site is suitable for hotel development, a positive hotel market exists within the area of the proposed site, development of the site with a hotel/motel project is financially feasible, and the highest and best use of the property is being achieved.

RECOMMENDATION

In summary, the proposed ordinance:

- o Provides an updated definition of hotels and motels with a 20% allowance for kitchens.
- o Requires a conditional use permit for all hotels and motels which are to be allowed only in the C-3, C-4, M-1 and M-2 zones; they will not be allowed in the C-R, C-P and C-2 zones.
- o Requires minimum one acre lot size with minimum dimensions of 100 feet frontage and 150 feet depth.
- o Requires 20 feet front yard setback and 20% of landscaping of the parking/driveway areas.
- o Requires parking demand and traffic study as well as a financial feasibility and market analysis.

It is staff's opinion that the proposed standards are reasonable and practical to regulate hotel and motel developments to ensure that they meet community standards, and are designed to be an asset to the City and its citizens. It is therefore recommended that the City Council adopt the proposed ordinance.

ROY T. KATO
City Planner

/JM/vn

PLANNING COMMISSION MEETING DATE: June 5, 1990
AGENDA ITEM: #10

TO: Planning & Environmental Quality Commission

FROM: Community Development Department, Planning Division

DATED: June 1, 1990

SUBJECT: Amend Gardena Municipal Code: Title 10 Chapter 3 Relating to Hotels and Motels

* * * *

BACKGROUND

On September 27, 1988 the City Council adopted Ordinance 1403 temporarily prohibiting development of hotels and motels for a period of 45 days. The Council's concern stemmed largely from the development of hotels and motels on small narrow lots and lacking such amenities as open space, adequate parking, landscaping, and recreational facilities. It was deemed that the absence of such amenities, commonly provided in larger well-established hotels and motels, may easily lead to high vacancy rates, cut rate prices, and deleterious effects.

On November 8, 1988 the City Council adopted Ordinance 1405 extending the moratorium for an additional period of 10 months and 15 days. This extended moratorium was due to expire on September 23, 1989; however, on September 23, 1989; the Council adopted Ordinance 1425 further extending the moratorium for a period of 12 months.

ANALYSIS

Currently, hotel and motel developments are subject to site plan review requirements of the Code, whereby the Planning Commission reviews the arrangement of the buildings on the lot, parking and circulation design, setbacks, landscaping, other development standards and the proposed use of the property. The Commission shall either approve the site plan with conditions or deny the site plan based on its findings. However, it cannot deny a site plan if the proposed use is permitted in the zone and all applicable development standards are met. Naturally, as in all planning applications, the Commission's decision is appealable to the City Council.

Since the adoption of the moratorium, staff has identified several areas where adoption of specific standards would further strengthen our present requirements to regulate hotel and motel development. The following are highlights of the proposed ordinance:

Definition

We have provided updated definitions for hotels and motels that are more suited for current industry trends and local requirements. We have kept the provision whereby not more than 20% of the guest rooms in hotels or motels may be equipped with kitchens or kitchenettes.

Conditional Use Permit

Hotels and motels may be permitted in the C-3, C-4, M-1 and M-2 zones subject to approval of a conditional use permit; they will not be permitted in the C-R, C-P and C-2 zones. The conditional use permit process is discretionary and will therefore afford the City the opportunity to review each proposed hotel or motel development on its merits. The City can deny a proposed project on the basis of non-compatibility with the surrounding uses or neighborhood. Further, since a conditional use permit is an entitlement, it could be revoked in case of non-compliance with the conditions of approval. In comparison, the site plan review is ineffectual once the project has been approved.

Development Standards

The ordinance requires of all new hotel and motel developments a minimum one acre lot size including minimum dimensions of 100 feet width and 150 feet depth. Also, a 20 feet front yard setback is required and not less than 20% of the parking/driveway areas shall be landscaped; currently, there is no front yard setback requirement and the landscaping is at 5%.

Parking and Market Studies

Hotels and motels are found to possess such unique characteristics of parking demand as to warrant special consideration, primarily because they may be combination of land uses -- accommodation for overnight guests, conference/meeting facilities, and restaurant/entertainment facilities. To determine traffic impacts, the ordinance requires the preparation of a parking demand and traffic impact study by a qualified traffic engineer.

The ordinance also requires a market analysis prepared by a qualified consultant to study among others if the proposed site is suitable for hotel development, a positive hotel market exists within the area of the proposed site, development of the site with a hotel/motel project is financially feasible, and the highest and best use of the property is being achieved.

RECOMMENDATION

In summary, the proposed ordinance:

* Provides an updated definition of hotels and motels with a 20% allowance for kitchens.

* Requires a conditional use permit for all hotels and motels which are to be allowed only in the C-3, C-4, M-1 and M-2 zones; they will not be allowed in the C-R, C-P and C-2 zones.

* Requires minimum one acre lot size with minimum dimensions of 100 feet frontage and 150 feet depth.

* Requires 20 feet frontyard setback and 20% of landscaping of the parking/driveway areas.

* Requires parking demand and traffic study as well as a financial feasibility and market analysis.

It is staff's opinion that the proposed standards are reasonable and practical to regulate hotel and motel developments to ensure that they meet community standards, and are designed to be an asset to the City and its citizens. It is therefore recommended that the Planning Commission recommend adoption of the proposed ordinance by the City Council.

Respectfully submitted,

Roy T. Kato

ROY T. KATO
City Planner

JM/jn
Attachment: Proposed Ordinance
Negative Declaration

* * * * *

Mr. Chairman, I move that the Negative Declaration be adopted.

Mr. Chairman, I move that the attached ordinance be adopted.

000042 INTRODUCED 7-10-90
ADOPTED 7-24-90
EFFECTIVE 8-23-90
AMENDED BY

ORDINANCE NO. 1440

AN ORDINANCE OF THE CITY OF GARDENA, CALIFORNIA, AMENDING CHAPTER 3, TITLE 10 OF THE GARDENA MUNICIPAL CODE RELATING TO HOTELS AND MOTELS

THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

WHEREAS, the City Council finds that the recent proliferation of hotels/motels on small narrow lots within the City's commercial zones presents a number of ever increasing problems. To wit, motels developed on lots with a narrow street frontage lack the exposure necessary to attract the traveling public. In addition, long narrow lots do not allow sufficient space to provide proper amenities such as outdoor open space, landscaping, swimming pools, and other recreational areas. The lack of these generally accepted amenities, can easily result in higher vacancy rates with owners attempting to solve the vacancy problem by renting their units either on an hourly basis or by the month. Such activity creates a plethora of problems. It makes rooms available at cut rate prices and thereby encourages prostitution and the creation of "flop houses"; and

WHEREAS, the City Council finds that the above-described activities are detrimental to the general health, safety, morals, and welfare of the community in that they reduce crime into the area, provide an inexpensive haven for prostitution and generally speed the deterioration of the subject buildings and properties; and

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WHEREAS, the City Council further finds that the establishment of minimum sizes and dimensions for lots upon which hotels/motels may be developed will alleviate the aforementioned problems by creating increased exposure for the developments and allowing sufficient space for the development of the amenities usually associated with hotels/motels. It will also provide the City discretionary authority through the conditional use permit process to assure that new developments will both meet the needs of the traveling public and be compatible with the environment of the surrounding community; and

WHEREAS, the Planning & Environmental Quality Commission and the City Council of the City of Gardena, California have duly and regularly processed and held public hearings on the hereinafter quoted amendments to Chapter 3, Title 10 of the Gardena Municipal Code; and

WHEREAS, said City Council has now acquired jurisdiction to adopt this ordinance;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA DOES ORDAIN AS FOLLOWS:

SECTION 1. That Section 10-3.239 of the Gardena Municipal Code is amended to read as follows:

"Sec. 10-3.239. Hotel.

Hotel shall mean any building or portion of any building with access provided through a common entrance, lobby or hallway to six (6) or more guest rooms, and which rooms are designed, intended to be used, or are used, rented or hired out as accommodations for guests."

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SECTION 2. That Section 10-3.257 of the Gardena Municipal Code is amended to read as follows:

"Sec. 10-3.257. Motel.

Motel shall mean a group of attached or detached buildings containing guest rooms or sleeping rooms, some or all of which have a separate entrance leading directly from the outside of the building with garage attached or automobile parking space conveniently located on the lot or parcel of land, and which is designed, used or intended to be used for the accommodation of automobile travelers or tourists. Motels shall include motor inns, motor lodges, auto courts, tourist courts, and similar designations."

SECTION 3. That Section 10-3.1602(b)(19) of the Gardena Municipal Code be deleted.

SECTION 4. That Section 10-3.1602(b)(23) of the Gardena Municipal Code be deleted.

SECTION 5. That Section 10-3.1702(b)(16) of the Gardena Municipal Code be deleted.

SECTION 6. That Section 10-3.2209 of the Gardena Municipal Code be deleted.

SECTION 7. That Section 10-3.1603(j) of the Gardena Municipal Code be added to read as follows:

"(j) Hotels and motels."

SECTION 8. That Section 10-3.1703(g) of the Gardena Municipal Code be added to read as follows:

"(g) Hotels and motels."

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SECTION 9. That Section 10-3.2303(c)(25) of the Gardena Municipal Code be added to read as follows:

"(25) Hotels and motels shall be permitted in the C-3, C-4, M-1 and M-2 Zones subject to a conditional use permit, provided that:

(i) The minimum lot area for hotels or motels shall be one (1) acre exclusive of all other buildings or uses located on the same lot in a mixed use development.

(ii) The minimum lot width for hotel or motel developments shall be one hundred (100) feet. The minimum lot depth shall be one hundred fifty (150) feet.

(iii) A minimum of twenty (20) feet front yard setback shall be provided, and not less than twenty percent (20%) of the total paved area utilized for driveways and open parking shall be landscaped pursuant to regulations set forth in Sec. 10-3.2009 of the Gardena Municipal Code.

(iv) A parking demand/traffic impact study, paid for by the proponent of a hotel/motel, has been prepared by a qualified traffic engineer.

(v) A market analysis/financial feasibility study, paid for by the proponent of a hotel/motel, has been prepared by a qualified consultant.

(vi) The engineer/consultant preparing the studies required by subsection (iv) and (v) shall be from a list of engineers and consultants approved by the Community Development Department.

(vii) Not more than twenty percent (20%) of the guest rooms shall be equipped with kitchens or kitchenette facilities."

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SECTION 10. <u>SEVERABILITY</u>. If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council of the City of Gardena hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more sections, subsections, sentences, clauses or portions be declared invalid or unconstitutional.

SECTION 11. <u>CERTIFICATION</u>. The City Clerk shall certify to the passage and adoption of this ordinance; shall enter the same in the book of original ordinances of said City; shall make a minute of the passage and adoption thereof in the records of the proceedings of the City Council at which the same is passed and adopted; and shall within fifteen (15) days after the passage and adoption thereof, cause the same to be published once

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in the Gardena Valley News, a semi-weekly newspaper of general circulation, printed, published and circulated within the said City of Gardena and which is hereby designated for that purpose.

Passed, approved and adopted this 24th day of July 1990.

Donald L Dear
Mayor of the City of Gardena, California.

ATTEST:

Mary J Dori
City Clerk

(SEAL)

APPROVED AS TO FORM:

MICHAEL J. KARGER
CITY ATTORNEY

Michael J Karger

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS.:
CITY OF GARDENA)

I, MAY Y. DOI, City Clerk of the City of Gardena, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Ordinance being Ordinance No. 1440, was duly passed and adopted and signed by the Mayor of said City, and attested by the City Clerk, all at a regular meeting of said City Council held on the 24th day of July, 19 90, and that the same was so passed and adopted by the following roll call vote:

AYES: Council members Tsukahara, Fukai, Cragin, Duffy, and Mayor Dear
NOES: None
ABSENT: None

May Y. Doi
City Clerk of the City of Gardena, California

(SEAL)

000049

CLERK'S CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS.
CITY OF GARDENA

I, MAY Y. DOI, CMC, City Clerk of the City of Gardena, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing ordinance, being Ordinance No. 1440 is a full, true and correct copy of Ordinance No. 1440 of said City of Gardena, California, entitled:

ORDINANCE NO. 1440

AN ORDINANCE OF THE CITY OF GARDENA, CALIFORNIA AMENDING CHAPTER 3, TITLE 10 OF THE GARDENA MUNICIPAL CODE RELATING TO HOTELS AND MOTELS.

which was duly passed and adopted by the said City Council, approved and signed by the Mayor of said City, and attested by the City Clerk of said City all at a regular Council meeting of the said Council held on the 24th day of July, A.D. 1990, and that the same was so passed and adopted by the following vote:

AYES: Council members Tsukahara, Fukai, Cragin, Duffy, and Mayor Dear

NOES: None
ABSENT: None

I do further hereby certify that pursuant to the Laws of the State of California, the foregoing Ordinance No. 1440 was duly and regularly published according to the law and order of the City Council of said City, in the Gardena Valley News, weekly newspaper of general circulation, printed, published and circulated within the said City, and that the same was so published therein on the following date, to-wit:

August 1, 1990

WITNESS my hand and seal of the said City this 24th day of August A.D. 1990.

May Y. Doi

City Clerk of the City of Gardena, California

(SEAL)

000030

S. A. (2) a

CITY OF GARDENA
CITY CLERK
This space is for the County Clerk's Filing Stamp
1990 AUG -6 AM 9:54

PROOF OF PUBLICATION
(2015.5 C.C.P)

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the

Gardena Valley News

a newspaper of general circulation, printed and published semi-weekly in the City of Gardena County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of Apr 12, 19 26, Case Number 192-381; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

8/1

all in the year 19 90.
I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Gardena

California, this 1st day of Aug, 19 90

Sachi Fujikawa
Sachi Signature Fujikawa

City of Gardena

Proof of Publication of

ORDINANCE NO. 1440

Hotels and Motels

ORDINANCE NO. 1440
AN ORDINANCE OF THE CITY OF GARDENA, CALIFORNIA, AMENDING CHAPTER 3, TITLE 10 OF THE GARDENA MUNICIPAL CODE RELATING TO HOTELS AND MOTELS

This Ordinance modifies the City's development standards with regards to hotels and motels. It provides definitions and allows hotel and motel developments in the C-3, C-4, M-1 and M-2 zones.

The Ordinance also establishes a minimum lot area of one (1) acre, a minimum lot dimension of 100 feet in width and 150 feet in depth, a minimum set back of twenty (20) feet and a minimum landscaping requirement.

Prior to approval of a conditional use permit, the ordinance requires the submittal of a traffic impact study and financial feasibility analysis.

THE ABOVE IS A SUMMARY OF ORDINANCE NO. 1440. THE COMPLETE ORDINANCE MAY BE OBTAINED OR VIEWED AT THE OFFICE OF THE CITY CLERK, ROOM 106, 1700 WEST 162ND STREET, GARDENA.

/s/ MAY Y. DOI, CMC
City Clerk of the City of Gardena
California

Pub. Aug. 1, '90.

EXHIBIT B

MEMORANDUM

To:	Mr. Raymond Barragan City of Gardena	Date:	September 16, 2020
From:	Clare M. Look-Jaeger, P.E. Chin S. Taing, PTP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-20-4396-1
Subject:	Parking Analysis for Hotel Development Parking Standards City of Gardena, California		

Pursuant to the request of the City of Gardena, LLG has prepared this parking analysis for the City's consideration in the development of new provisions related to hotel parking standards. A reconsideration is warranted based on several factors and the overarching goal of this effort is to right-size future hotel parking supplies to meet hotel-related peak parking demands. This parking demand analysis contains a summary of the current City of Gardena Municipal Zoning Code for hotel developments, comparison of current hotel parking standards from other local jurisdictions, review of trends and parking demand ratios from industry standard parking reference data, review of empirical data from other parking studies prepared for existing hotel development sites in urban settings, and various parking management strategies associated with hotel developments.

BACKGROUND AND CITY OF GARDENA HOTEL CODE PARKING REQUIREMENT

The City of Gardena is currently reconsidering the parking standards for hotel developments since the current applicable standards of the General Plan and Zoning Code do not entice new hotel development within the City. New hotel development operators within the City could capitalize on the opportunities that result from recent mixed-use development and other attractions in nearby cities. The current hotel development standards, which include height requirements, setbacks, floor area ratios, and parking requirements, etc. were adopted in 1990, based on concerns expressed due to the increase in the number of hotels/motels being developed on small narrow lots within the City's commercial zones which lacked amenities such as open space, adequate parking, landscaping and recreational facilities. Since the adoption of the new regulations, only one new hotel has been built within the City (i.e., the Best Western Plus located at 14400 South Western Avenue), which was approved in 2013.

The City of Gardena off-street parking requirements for hotels are set forth in Section 18.40.040, of the Municipal Code. In accordance with the Municipal Code parking regulations, the following summarizes the hotel parking requirements:

- Hotels and Motels – One (1) space for each guest room for guest parking, plus one space for six (6) rooms for employee parking with a minimum of three (3)

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Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2000)
William A. Law, PE (1921-2018)
Jack M. Greenspan, PE (Ret.)
Paul W. Wilkinson, PE (Ret.)
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE
Walter B. Musial, PE
Kalyan C. Yellapu, PE

spaces for employees, plus provision of spaces for additional uses within the hotel/motel complex.

Source: City of Gardena Municipal Code (Section 18.40.040), current through Ordinance 1775, passed February 14, 2017.

OTHER JURISDICTIONS PARKING REQUIREMENTS

Research was also conducted regarding the parking requirements for hotels employed by other local jurisdictions and is summarized in ***Table 1*** for informational purposes only. The City of Gardena and surrounding agencies are illustrated in ***Figure 1*** for reference. In many cases, the published parking requirement is generally 1.0 space per room for the hotel lodging component with some jurisdictions employing a provision of additional parking requirements for hotel amenities (i.e., conference centers, meeting rooms, restaurants, etc.) and/or the number of employees at the site. Other jurisdictions adopted a tiered parking ratio such that the first set of rooms (e.g., the first 100 rooms) would reflect a higher parking ratio than the next set of rooms (e.g., the next 100 rooms), and so on.

As stated above, these parking standards are provided for informational purposes only as it is recognized that parking demand is also influenced by a site's proximity to various external factors (i.e., shopping, entertainment and recreational activities, adjacent and convenient public transportation services, nearby bicycle route networks, availability of transportation network company service/s and shuttle services, etc.). Parking demand for hotels is also dependent upon the physical characteristics of the hotel developments (i.e., non-lodging amenities provided on-site) since hotels which do not include large resort pool or fitness center facilities, or any business amenities such as meeting/conference rooms or full-service restaurant uses, tend to exhibit reduced parking demand due to reduced staffing levels and reduced outside parking demand associated with any non-guest use of meeting/conference space and restaurant space. In addition, given the size and design of the hotel developments, smaller boutique hotels will cater and be more attractive to singles and couples and less likely to be utilized by families, which may be more likely to drive than non-family guests/patrons.

COMPARISON OF INDUSTRY STANDARD PARKING RATIOS

ITE and ULI Parking Demand Ratios for Hotel Uses

In addition to reviewing Code parking requirements, the average peak parking demand for the hotel land use is often estimated using parking ratios contained in other industry standard parking publications. First, LLG reviewed parking ratios contained in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*[1] publication. More specifically, the ITE Land Use Code 310 (Hotel) average peak parking demand ratio was reviewed so that it could be compared with that expected through application of other empirical site-specific surveys and that of the Code parking requirements. The ITE parking supply ratio is summarized below:

- Average parking supply ratio: 1.1 spaces per room (17 study sites in general urban/suburban settings and 2 study sites in dense multi-use urban settings)

The surveyed sites generally included a mix of urban and suburban sites located throughout the United States. It is noted that the ITE hotel database consisted of sites that provide sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet rooms, and convention facilities. Many of these study sites also typically provided swimming pools or other recreational facilities. It is further noted that the parking demand at the hotels also fluctuate depending on the level of activity held at the supporting facilities such as convention facilities, restaurants, meeting/banquet spaces. When utilizing the ITE publication, the parking demand can be calculated through application of the average peak parking demand ratio on a per room or occupied room basis. The average weekday parking demand ratios for hotels are summarized below:

- Average weekday peak period parking demand ratio: 0.74 spaces per room (22 study sites, average number of rooms: 321)
- Average weekday peak period parking demand ratio: 0.83 spaces per occupied room (27 study sites, average number of rooms: 268)

Second, LLG reviewed parking ratios for hotel uses published by the Urban Land Institute (ULI) as contained in their *Shared Parking* manual[2]. The ULI *Shared Parking* manual recognizes that the best way to analyze the parking demand for all types of hotels is to separate the lodging component from the other components (i.e.,

[1] *Parking Generation Manual*, 5th Edition, Institute of Transportation Engineers, Washington D.C., January 2019.
[2] *Shared Parking*, Third Edition, Urban Land Institute, ICSC, and National Parking Association, 2020.

restaurant/lounge areas, meeting/banquet space, convention facilities, etc.). The parking demand for the amenities/services are then calculated separately based on the square footage of the gross leasable area. The current edition of the *Shared Parking* manual also determined that parking demand ratios for meeting/conference spaces are fully scaled based on the square footage of the meeting/conference space per room key. The calculated parking demand for these various non-lodging components are then collectively added to the parking demand for the hotel lodging to determine the total overall parking demand for the hotel site.

For both business and leisure hotels, the ULI publication cites the following recommended peak parking ratios, along with separate peak parking ratios provided for the restaurant/lounge area, meeting/banquet space, and convention space:

- Hotel peak parking demand ratio: 1.15 spaces per room key (including 1.0 space/room key for visitors and 0.15 space/room key for employees)
- Restaurant/lounge area peak parking demand ratio: 9.0 spaces per 1,000 square feet of gross leasable area (7.67 spaces/1,000 square feet of gross leasable area for visitors, 1.33 spaces/1,000 square feet of gross leasable area for employees)
- Meeting/banquet space peak parking demand ratio: Scaled from 0 to 32 spaces per 1,000 square feet of gross leasable area
- Convention space peak parking demand ratio: Scaled from 11.1 to 6 spaces per 1,000 square feet of gross leasable area or use convention center ratio of 6.0 spaces per 1,000 square feet of gross leasable area and adjust for captive on-site.

It should be noted that the ULI peak parking ratio for hotel use is consistent with those of several other jurisdictions. For example, the City of Pasadena Municipal Code indicates a parking ratio of one parking space for every guest room with additional requirements for the restaurant, banquet, meeting spaces to be calculated individually. Other cities (i.e., Cities of Redondo Beach and Torrance) have also included this similar approach in their Code parking requirements.

It is recognized that the ULI hotel peak parking ratio (i.e., 1.15 spaces per room key) is higher than the ITE publication (i.e., 0.83 spaces per occupied room), since the base ratio does not take into account various other shared parking concepts. The concept of shared parking is widely recognized within the transportation planning industry and accounts for the changes in parking demand over time for different types of land uses within a project. The shared parking concept and the analysis procedures

recommended in the *Shared Parking* manual is consistent with the methodology used by the City of Gardena and other jurisdictions in the review and approval of shared parking applications for other multi-use centers, including hotel development sites. The *Shared Parking* manual provides recommendations with respect to the following characteristics of parking demand at multi-use centers:

- Hourly Parking Indices. The *Shared Parking* manual provides hourly parking indices for various land uses. The indices show, for example, that the hourly parking demand for a meeting/banquet space (which generates its peak parking demand during the early evening/evening period) is different than the parking demand associated with the restaurant/lounge area (which generates its peak parking demand concentrated around the afternoon lunch hour) or the lodging space (which generates its peak parking demand during the late evening) as the guests return to their rooms.

- Day of Week Parking Variations. The *Shared Parking* manual also provides recommendations for day of week parking factors. While it was previously believed that business-oriented hotels would generate higher parking demands during the weekdays and resort hotels would reflect the opposite, recent studies have found that not to be the case. As such, the current version of the *Shared Parking* manual shows that the weekend hotel rate is not lowered for business hotels and the weekday hotel rate is not lowered for the leisure hotels as seen in previous editions. The restaurant components within the hotels generally have a higher demand for parking during weekends as compared to weekdays.

The ULI manual also recognizes the impacts that transportation network companies (TNCs)/ride hailing services have on affecting the parking demand at a hotel site. For example, daytime meetings are more likely to have non-guest attendees drive and park versus evening events that may trigger ride hailing as a means to avoid drinking and driving. Another factor that may affect ride hailing is parking cost. Studies have concluded that hotels located in downtown areas which charge relatively high overnight parking fees will have an even lower parking demand due to the influence of ride hailing services (i.e., both taxi and TNC usage). In fact, the current Third Edition of the ULI manual indicates that a mode adjustment comparison to the Second Edition which was based on a 1988 study, suggests that hotels in 2019 experienced a 10 and 33 percent reduction in non-captive drivers due to the use of TNCs in lieu of rental cars for typical business hotels (in a suburban setting) and downtown hotels (with paid and/or valet parking), respectively. Therefore, it is reasonable to adjust the ULI parking demand ratio indicated previously (which

assumes 100 percent auto mode split) to account for these various factors in assessing the parking demand for each hotel development site.

EMPIRICAL PARKING DEMAND STUDIES OF EXISTING HOTEL SITES

Empirical parking demand studies of existing hotel sites have been conducted previously by LLG and other consultants and are summarized below as part of this parking analysis. While the empirical parking demand ratios of existing hotel development sites may vary depending on the internal and external factors which influence the site's overall parking demand, these variations are included for purposes of this parking analysis. The purpose of these studies was to review the existing parking demand associated with hotel developments in various suburban cities in order to compare the derived empirical parking ratios to that of the City of Gardena Municipal Code and other industry standard publications.

The empirical parking demand associated with the site-specific studies varied depending on the following factors:

- Site Location: The existing facility's location near major arterials or and/or nearby attractions.
- Demographics: Local community population and economic conditions.
- Facility Amenities: The existing facilities may provide amenities (e.g., swimming pool, fitness center, meeting space, etc.) as planned for hotel developments within the City.

The following hotel sites were identified based on research of other parking demand studies conducted for hotel development sites in various cities in Southern California:

Cities of Arcadia and Glendale:

- *Burbank Hilton Garden Inn Parking Study (June 10, 2019)* prepared by LLG – Parking surveys of the existing Arcadia Hilton Garden Inn (124 rooms, 1,300 square feet of meeting space) and Glendale Embassy Suites (272 rooms, 8,000 square feet of meeting space), determined the average parking ratio between the two hotels to be 0.86 spaces per occupied room. It is important to also note that both hotels provide at least limited service with full staff, and thus the parking demand associated with hotel guests and employees are included in the derived parking ratios. Further, the Embassy Suites Glendale facility provides 8,000 square feet of meeting space utilized for meetings, social events, and banquets while the Hilton Garden Inn Arcadia facility

meeting space is used by hotel guests for small meetings and presentations only.

City of Pasadena:

- *Kimpton Hotel Parking Study (June 22, 2015)* prepared by Raju Associates – Parking supplies and room occupancies of Hilton Pasadena (296 rooms), Sheraton Pasadena (311 rooms), and Westin Pasadena (350 rooms) were reviewed to determine the average peak parking demand ratios of 0.31 spaces per occupied room, 0.39 spaces per occupied room, and 0.57 spaces per occupied room, respectively.

City of Los Angeles:

- *Kimpton Hotel Parking Study (June 22, 2015)* prepared by Raju Associates – Parking supplies and room occupancies of Hotel Wilshire (74 rooms) were reviewed to determine the average peak parking demand ratio of 0.50 spaces per occupied room.

City of Anaheim (within the Anaheim Resort District): It is important to note that while this data is not considered to be as directly applicable to the City of Gardena as the characteristics of the Anaheim Resort District are distinctly different, it is provided for informational purposes.

- *Dual Brand Home 2 Suites & Hilton Garden Inn Hotel Parking Study (March 19, 2018)* prepared by Kunzman Associates, Inc. – Parking surveys of the existing Holiday Inn Express and Quality Inn, determined the peak parking demand ratio to be 0.68 spaces per occupied room.

- *Avanti Residential Townhome Development Parking Study (June 10, 2019)* prepared by IBI Group – Parking surveys of the existing Red Lion Hotel (308 rooms) and Four Points by Sheraton (246 rooms), determined the peak parking demand ratio to be 0.56 spaces per room and 0.80 spaces per room, respectively.

Based on the research of parking studies conducted at other existing hotel development sites, the empirical peak parking demand ratios ranged between 0.31 spaces to 0.86 spaces per occupied room.

In reviewing the Code parking ratios of other local jurisdictions, the parking demand ratios from industry standard parking reference data, and the above empirical parking ratios of other parking studies, LLG recommends consideration of the parking ratio of 0.85 parking space per guest room for the hotel lodging component. It is also

recommended that parking ratios for the non-lodging components of the hotel (i.e., restaurant/lounge areas, banquet/meeting rooms, conference facilities, etc.) be applied separately based on further coordination and discussion with City staff.

PARKING MANAGEMENT STRATEGIES

During times when the parking demand is high at a particular hotel development site, various parking management strategies are effective at managing these peak parking demands. An option for consideration is for any future Applicant to prepare and submit a "Parking and Circulation Management Plan" to the Director of Community Development for review and approval prior to issuance of the first Certificate of Occupancy. Some elements of a Parking and Circulation Management Plan may include:

- A provision in the Rules and Regulations in the leases which would prohibit tenants and employees from parking on surrounding streets that are not immediately adjacent to the project site frontages.

- Implementation of managed parking for some spaces within the on-site parking facility (i.e., both the valet parking spaces and the tandem parking spaces) which would increase the effective parking supply as valet attended parking could occur within drive aisles located throughout the hotel parking areas.

- A requirement to conduct a parking utilization monitoring study one year from issuance of the Project's Certificate of Occupancy. The parking utilization monitoring study must demonstrate that on-site parking is adequate to meet project demand. If the study shows that project parking demand exceeds the supply of parking within the project, the Applicant shall propose measures to reduce spillover parking impacts, subject to review and approval by the Director of Community Development. The parking reduction strategies may include, but are not limited to: 1) preparation of a Valet Parking Plan, 2) provision of transit passes and/or ride-share subsidies for employees, and/or 3) subsidized off-site parking options in order to minimize on-site employee parking demand, if necessary.

CONCLUSIONS

The following highlights the key findings of this parking analysis which is based on LLG's review of the Code parking requirements for the City of Gardena, other agency's hotel parking requirements, industry standard reference materials, and research of empirical site surveys conducted at existing hotel sites throughout Southern California.

- City of Gardena off-street parking requirements for hotels are set forth in Section 18.40.040 of the Municipal Code and indicates the following: one (1) space for each guest room for guest parking, plus one space for six (6) rooms for employee parking with a minimum of three (3) spaces for employees, plus provision of spaces for additional uses within the hotel/motel complex.

- Research of published parking requirement for hotels/motels by other local jurisdictions indicates that Code parking ratios are generally 1.0 space per room for the hotel lodging component with some jurisdictions employing a provision of additional parking requirements for hotel amenities (i.e., conference centers, meeting rooms, restaurants, etc.) and/or the number of employees at the site. Other jurisdictions adopted a tiered parking ratio for the hotel lodging component.

- Based on the ITE *Parking Generation Manual*, the average peak period parking demand ratio for a hotel use (Land Use Code 310) is 0.74 spaces per room or 0.83 spaces per occupied room. The average parking supply ratio for hotels is determined to be 1.1 spaces per room.

- The ULI *Shared Parking* publication indicates that the average peak period parking demand ratio for hotel use is 1.15 spaces per room key (including 1.0 spaces per room key for visitors and 0.15 spaces per room key for employees). The parking demand for the restaurant/lounge area, meeting/banquet space, convention space are then calculated separately and added to determine the overall hotel parking demand.

- Based on the research of parking studies conducted of existing hotel development sites, the parking demand ratios ranged between 0.31 spaces to 0.86 spaces per occupied room.

- LLG recommends consideration of the parking ratio of 0.85 parking space per guest room for the hotel lodging component. It is also recommended that parking ratios for the non-lodging components of the hotel (i.e., restaurant/lounge areas, banquet/meeting rooms, conference facilities, etc.) be

applied separately based on further coordination and discussion with City staff.

- During times when the parking demand is high at a particular hotel development site, various parking management strategies are effective at managing any potential peak parking demands.

Please feel free to contact us at 626.796.2322, if you have any questions regarding the parking analysis.

cc: File.

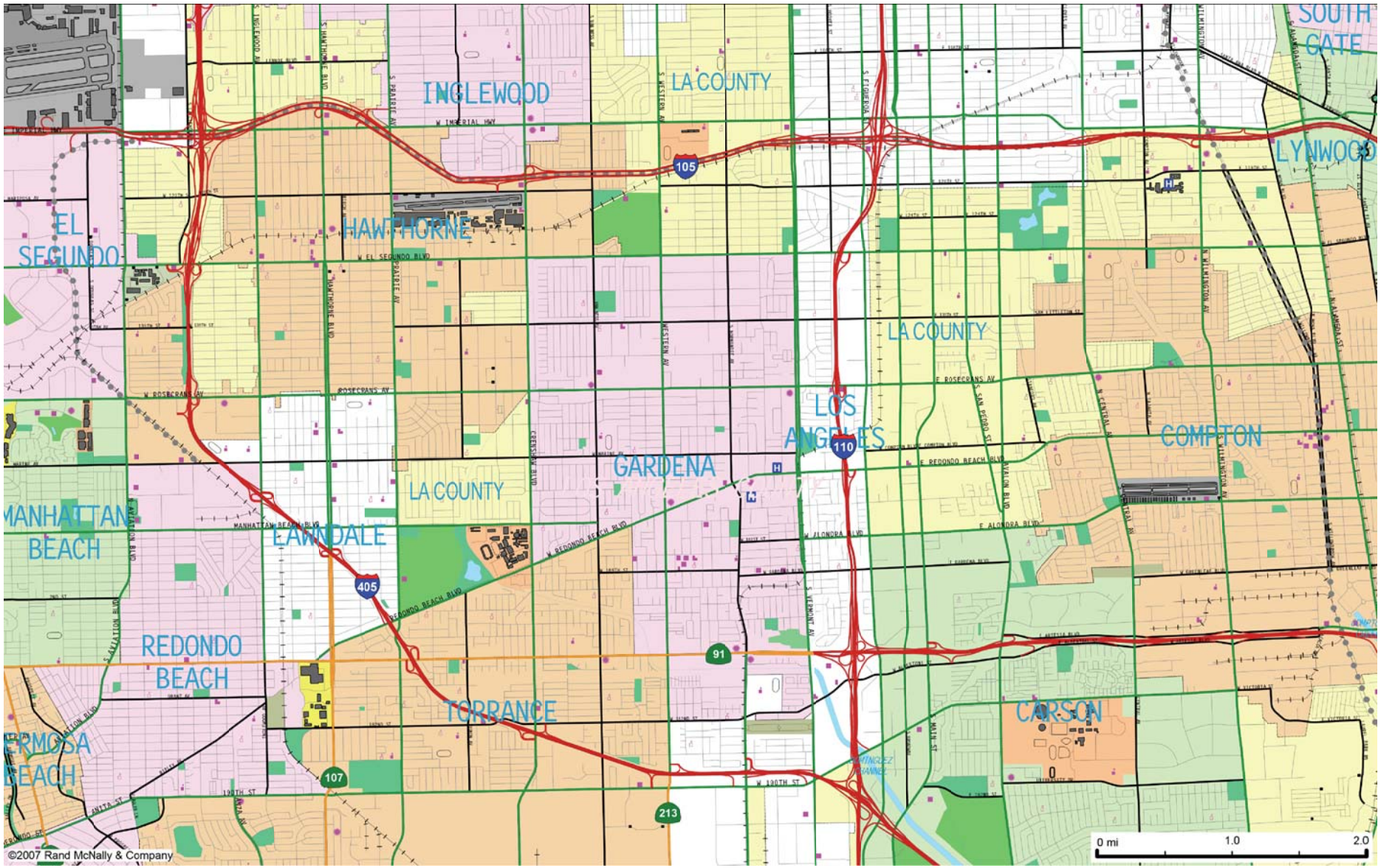
Table 1
HOTEL PARKING STANDARDS COMPARISON [1]

JURISDICTION	LAND USE	PARKING RATIOS
City of Gardena	**Hotel and Motel**	**1 space per guest room plus 1 space per 6 rooms for employee parking plus parking for additional uses within the hotel/motel complex**
City of Anaheim	Hotel	0.80 space per room plus 0.25 space per employee working in the guest room area
City of Carson	Transient Hotel/Motel	1 space per room plus 2 spaces for the residential manager's unit
City of El Segundo	Hotel	1 space for each first 100 rooms plus 3/4 space for each of the next 100 rooms plus 1/2 space for each room above 200 rooms
City of Hawthorne	Hotel with Restaurant and/or Conference Space	1 space for each first 100 rooms plus 3/4 space for each of the next 50 rooms plus 1/2 space for each room above 150 rooms
	Hotel with Airport Shuttle	1 space for each first 100 rooms plus 3/4 space for each of the next 75 rooms plus 1/2 space for each room above 200 rooms
	Hotel without Amenities	1 space per guest room; lot must be at least one acre
City of Hermosa Beach	Hotel	1 space for each of the first 50 rooms plus 1 space per 1.5 units after 50 units plus 1 space per 2 units after 100 units
	Restaurants, banquet rooms, conference rooms	Parking to be computed separately
City of Inglewood	Hotel (100 or fewer rooms) Hotel (more than 100 rooms)	2 spaces plus 1 space for each bedroom/room for sleeping purposes 102 spaces for first 100 rooms plus 1/2 space for each room above 100 rooms
City of Lawndale	Hotel and Motel	1 space per room plus 1 space per room with a kitchen plus 1 space per 2 employees on the largest shift 2 spaces for the manager's unit
City of Los Angeles	Hotel	1 space for each first 30 rooms plus 1/2 space for each of the next 30 rooms plus 1/3 space for each remaining room
	Multi-purpose assembly room (>750 sf inside hotel)	1 space per 35 sf or 1 space per 5 fixed seats
	Restaurant (>750 sf and not intended for hotel guests)	1 space per 100 sf
Los Angeles County	Hotel	1 space per 2 guestrooms plus 1 space per guestroom suite
	Hotel Ancillary Uses	No additional parking required

Table 1 Continued)
HOTEL PARKING STANDARDS COMPARISON [1]

JURISDICTION	LAND USE	PARKING RATIOS
City of Pasadena	Lodging - Hotels and Motels Banquet, Assembly, Meeting or Restaurant Area Accessory retail uses (>5,000 sf)	1 space per guest room plus 10 spaces per 1,000 sf seating area or 1 space per 8 fixed seats 2.5 spaces per 1,000 sf
City of Redondo Beach	Hotel	1 space per room without kitchen plus 1.5 space per room with kitchen plus 1 space per 100 sf of banquet, assembly, meeting or restaurant seating area
City of Torrance	Hotel	1.25 parking spaces per room plus 10 spaces per 1,000 sf of ancillary service areas

[1] Source: Parking requirements obtained from the Municipal Zoning Codes for each of the respective jurisdictions.



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NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

FIGURE 1
SITE VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

GARDENA HOTEL DEVELOPMENT PARKING STANDARDS

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EXHIBIT C

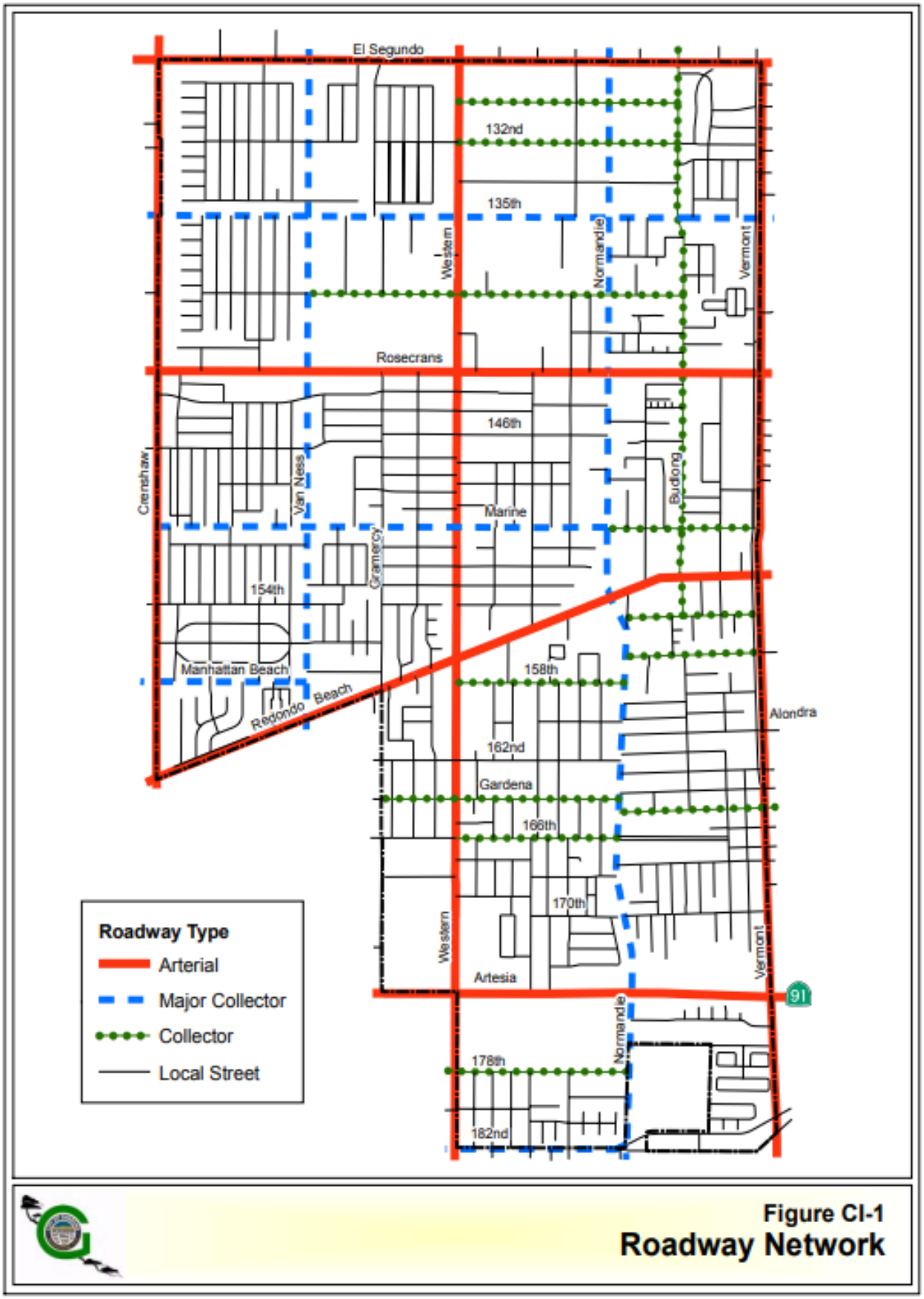

Figure CI-1
Roadway Network

HOTEL COMPARISON OF OTHER CITIES (FULL VERSION)

Zone Requirements for Hotel Development	City of Gardena (C3)	City of Gardena - Amenity Hotel (C-3, C-4, M-1, M-2)	Carson (CN, CR, CG)	El Segundo (C3, MU-N&S, Corp. Office)	Glendale (C3)	Hawthorne (C-2, C-3, M-1, M-2)	Hermosa Beach (C2, C3)	Inglewood (C-1, C-2, C-3, LM)
Minimum Lot Area	1 acre for Hotels	1/2 acre	20,000 SF (CN, CR); 5,000 SF (CG)	10,000 SF (C3)	None	Hotels with Restaurant and/or Conference Space: none. Hotels without Amenities: 1 acre minimum	None	20,000 SF
Lot Dimensions	100’ x 150’	None - but must be located on arterial or major collector	30' (min. street frontage)	100' (min. street frontage)	None	None	None	150’ frontage requirement
Building Height Limit	35' within 100' of boundary with R-1 or R-2 zone; 45' within 100' of boundary with R-3 zone	35' within 100' of boundary with R-1 or R-2 zone; 50' within 100' of boundary with R-3 zone/R-4	2 stories and 30' in CN, CG; No limit in CR	200' east of Sepulveda; 45' west of Sepulveda; 40' if abutting residential	District I: 50' and 3 stories; District II: 65' and 4 stories; District III: 90' and 6 stories; District IV: 35'	None, but over 4 stories requires CUP	30' C2; 35' C3	75'
Building Intensity	0.50 FAR	2.0 FAR		0.8 FAR; 1.0 in C3 zone with additional FAR east of Sepulveda with approved Transfer Development Rights plan	None	2.5 FAR	None	None
Lot Coverage Limit	None	None		None	40% of total lot area and an additional 5% permitted for 2nd floor	None	None	65%
Setbacks	20’ front setback; 20% of parking area landscaped; 10' landscaped side setback; 10' landscaped rear setback	10' front setback for all hotels; 5' side setback for all type of development; 10' landscaped if on street; 5% of parking area to be landscaped		25' front; 15' side; 25' side (street); up to 10' side/rear if adjacent to other zone; 15' rear; 25' rear (street)	Front, side (street and interior): None; Interior adjacent to residential: 5’ min. and ave. 8’ for bldgs and structs up to 28’; 7’ min. and ave. 10’ for bldgs/structs 28’ and up to 35’; 1’ min. for every 2’ of height for entire bldg., if building is over 35’	None	0' front; 8' side/rear C3 (add'l 2' for each add'l story that abuts residential); 5' side/rear C2	15 ft in front. 5ft in back, if abutting alleyway. (increase by 2ft for every story above 2 stories); 20 feet from building to any R or P zone _ 2 feet for every story above first 2
Parking	1:1, plus 1 space for every 6 rooms for employee parking, plus parking for additional uses, plus parking demand study	0.85 per room	I per room + 2 spaces per resident manager's unit	1 space for each of the first 100 rooms; 3/4 space for each of the next 100 rooms; and 1/2 space for each room above 200 rooms, or sleeping units	0.8 space per each habitable room	Hotels with Restaurant and/or Conference Space: 1:1 first 100 rooms. ¾ space for each of the next 50 rooms; ½ space for each room above one hundred fifty rooms. Hotels w/o amenities = 1:1	1 space for each of the first 50 units; 1 space per 1½ units after 50 units; and 1 space per 2 units after 100 units (Restaurants, banquet rooms, conference rooms, etc. shall provide parking as computed separately)	102 for the first 100 rooms + 50% spaces for above 100 rooms.
Standard Parking Stall	9’ x 18’	9' x 18'	8 1/2 ' x 18'	8.5' x 18'	8.5' x 18'	9’ x 18’	8.5' x 18'	8’ x 18’
Compact Parking Stall	8’ x 17’ for 25%	8' x 17' for 25%	8' x 15' (33%)	8.5' x 15' (up to 20%)		8' x 15’	7.5' x 15' (up to 30%)	8’x 16’ (up to 30% of parking requirement)
Parking Aisle	26’ - but proposed amendment to 25' for everything	25'	26'	25'	24'	26'	25' (20' compact)	24’ for standard stalls and 22’ for compact stalls
Landscaping	20% of all paved area	10' front yard, 5' side yard		5% of vehicular use area	Not less than 5% of interior parking lot	None	None	25 SF per guestroom for a maximum of 2,500 SF
Kitchenettes	Maximum 20% of units	Maximum 20% of units		Allowed		Allowed	Determined by decision-making body for lots >20,000 SF	Not allowed
Feasibility Studies	Yes	No		None required		Yes	None required	None required
Conditional Use Permit Required	Yes	Not as drafted	Yes	Yes in Corporate Office zone; No in C3 & MU-N&S	No	Yes	No	No
Other Considerations	Parking demand study; proposed to amend to only be required if applicant wishes to reduce below set parking	Require only if applicant wishes to reduce below set parking						Number of rooms set by zone; landscpaed outdoor amenity space of 25 sf per room (to 2,500 sf); 400 sf lobby; 320 sf per guestroom

EXHIBIT D

HOTEL COMPARISON OF OTHER CITIES (FULL VERSION)

Zone Requirements for Hotel Development	Lomita (C-R, H)	Manhattan Beach (CC, CG, CD)	Redondo Beach (Commercial zones, except C-1)	Torrance (C2, C3, C5)	County of LA (C3)
Minimum Lot Area	3 acres	10,000 SF (CC), 5,000 SF (CG), 2,700 SF (CD)	None	None	None
Lot Dimensions	500' street frontage or 360' on corner lot	100' (CC), 50' (CG), 30' (CD)	None	100' (min. street frontage)	None
Building Height Limit		30' (CC, CG)	30' (C-3 zone)	Building Code	13x buildable area
Building Intensity		1.5 FAR	0.7 for C-3 zone (0.35 to 1.0 FAR for other commercial zones)	None	None
Lot Coverage Limit		None	None	None	90%
Setbacks	10' from right-of way + 5' for each additional floor over one 5' side setback; 25' from building R use/zone + 5' for each additional floor	None	5' front; 10' side (street); 20' side (full length of lot, but PC may modify); 0' rear unless residential abutting, then 20' (PC may modify)	Determined by PC	Front: average of adjoining lots; Side: 10% of average width; Rear: 20% of average depth, but not less than 10'
Parking		1.1 per room plus 1 per 50 SF	1 space for each room w/o kitchen, and 1½ spaces for each room with kitchen; plus 1 space per each 100 SF of banquet, assembly, meeting or restaurant seating area. (The decision-making body may require less based on certain factors)	1.25 parking spaces per room, plus 10 spaces for each 1,000 SF of ancillary service areas (Approval authority may reduce base criteria depending on size, range of services, and location)	1 space per 2 guest room and 1 space per suite of guestrooms
Standard Parking Stall		8.5' x 18'	8.5' x 19'	8.5' x 19'	8.5' x 18'
Compact Parking Stall		8' x 15'	8' x 15' (up to 20%)	7.5' x 15' (up to 10%)	8' x 15'
Parking Aisle		24'	25'	24'	26' (23' compact)
Landscaping	10' from right-of way + 5' for each additional floor over one; 5' for side street setback	12% (CC); 8% (CG)	1 shade tree per every 6 spaces in parking lot	20% of total lot area	10 of lot area
Kitchenettes			Allowed (no more than 50%)	Determined by PC	Determined by PC
Feasibility Studies			None required	Yes	None required
Conditional Use Permit Required	Yes in C-R; No in H zone (site plan review only)	Yes	Yes	Yes	Yes
Other Considerations	Minimum 100 rooms; Full-service restaurant for 100; meeting rooms for 200			Affiliation with recognized organization; parking demand study	

RESOLUTION NO. PC 2-21

A RESOLUTION OF THE PLANNING AND ENVIRONMENTAL QUALITY COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, AND AMEND THE LAND USE PLAN OF THE CITY'S GENERAL PLAN TO ALLOW HIGHER FLOOR AREA RATIOS IN THE COMMERCIAL AND INDUSTRIAL GENERAL PLAN LAND USE AREAS WHEN ALLOWED BY THE GARDENA ZONING CODE AS WELL; PRIMARILY RELATING TO AMENITY HOTELS

WHEREAS, the City's existing zoning provisions for hotels were adopted in 1990 to combat the then proliferation of hotels/motels on small narrow lots within the City that lacked amenities and led to high vacancy rates, cut-rate prices, and deleterious effects; and

WHEREAS, since that time, only one new hotel has been approved in the City; and

WHEREAS, hotels can be an important source of revenue for a city through transient occupancy taxes; and

WHEREAS, Gardena is situated to be in a position to capitalize on a demand for new hotel spaces due to its proximity to SoFi Stadium, Hollywood Park, Dignity Health Sports Park (formerly "Stub Hub"), and other attractions; and

WHEREAS, during the past year, developers have indicated that the City's development standards have been an impediment to new hotel development; and

WHEREAS, at the City Council meeting on July 14, 2020, the City Council gave direction to staff to implement changes; and

WHEREAS, the revised standards require a change to the maximum floor area ratio ("FAR") allowed under the General Commercial and Industrial land use designations of the Land Use Plan and respective zones; and

WHEREAS, in accordance with SB 18 and AB 52 requiring Tribal Consultation for General Plan amendments and projects subject to CEQA, the City sent out letters to those Native American Tribes identified by the California Native American Heritage Commission; and

WHEREAS, in response to the Tribal Consultation letters the City only received one response, from the Gabrieleno Band of Mission Indians – Kizh Nation, requesting consultation for future projects; and

WHEREAS, on October 13, 2020 the City Council approved a consultant agreement with De Novo Planning Group, Inc. ("De Novo") to conduct the environmental review on the proposed change in development standards, including the changes to the Land Use Plan; and

WHEREAS, De Novo prepared an Initial Study and Mitigated Negative Declaration hereafter "Mitigated Negative Declaration") on the proposed changes to the General Plan and zoning which was reviewed by staff and circulated for a 20-day public review period from January 14, 2021 to February 3, 2021; and

WHEREAS, the Planning Commission held a duly noticed public hearing on the General Plan Amendment, the Zone Change Amendments and the Initial Study/Mitigated Negative Declaration, on February 16, 2021 at which time it considered all evidence presented, both written and oral; and

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. FINDINGS.

The Planning Commission of the City of Gardena does hereby find as follows:

A. The Mitigated Negative Declaration was prepared in full compliance with CEQA as more fully set forth in Resolution No. 6498, and the findings set forth therein are incorporated herein by reference as those of the Planning Commission. Further, the Planning Commission finds that the Mitigation Monitoring and Reporting Program will mitigate the impact to a less than significant level.

B. The Planning Commission finds that adopting the changes to the General Plan as set forth in Resolution No. 6499 and Zoning Code as set forth in Ordinance No .1825 represent good planning practices as it will allow for the development of high-quality hotels in the City which will provide economic benefits to the City and improve the City's tax base. The findings in those documents are incorporated herein by reference as those of the Planning Commission.

C. The General Plan Amendment and Zone Code Amendment are consistent with the following elements of the General Plan and the change in Zoning will be consistent with the change in the General Plan Amendment to the Land Use Plan:

1. Land Use Goal 3: Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

- Land Use Policy 3.1: Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

- Land Use Policy 3.4: Attract commercial and industrial uses that minimize adverse impacts no surrounding land uses and are economically beneficial to the City in terms of revenue generation and employment opportunities.

- Land Use Policy 3.5: Promote the development and preservation of attractive commercial and industrial development with ample landscape treatment, adequate parking and the full range of customer amenities.

2. Economic Development Goal 1: Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

3. Economic Development Goal 3: Attract desirable businesses to locate in the City.

- Economic Development Policy 3.3: Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The proposed changes will encourage the development of new hotels which will improve the image and vitality of the City. Studies have been conducted to ensure that there is adequate off-street parking and adequate space for internal circulation. New hotels will provide revenue to the City and create new employment opportunities for residents and those in surrounding communities.

4. Circulation Goal 1: Promote a safe and efficient circulation system that benefits residents and businesses, and integrates with the greater Los Angeles/South Bay transportation system.

- Circulation Policy 1.1: Prioritize long-term sustainability for the City of Gardena, in alignment with regional and state goals, by promoting infill development, reduced reliance on single-occupancy vehicle trips, and improved multi-modal transportation networks, with the goal of reducing air pollution and greenhouse gas emissions, thereby improving the health and quality of life for residents.

The proposed changes will encourage the development of new hotels along arterials and major corridors which provides better access to transit options. Only seven of the proposed sites do not screen out of a VMT analysis and transportation demand management mitigation measures will be imposed on any development on those sites. The changes will also allow visitors to stay overnight in the Los Angeles area rather than travelling from distant areas and creating unneeded VMT. Alternative transportation is more abundantly provided in the Gardena area as opposed to more remote areas as the majority of the city is considered a high quality transit area (HQTA) as defined by the Southern California Association of Governments (SCAG).

5. Public Safety Goal 2: Protect the community from dangers associated with geologic instability, seismic hazards and other natural hazards.

- Public Safety Policy 2.3: Require compliance with seismic safety standards in the [Uniform] Building Code.

- Public Safety Policy 2.4: Require geotechnical studies for all new development projects located in an Alquist-Priolo Earthquake Fault Zone or areas subject to liquefaction.

Site specific geotechnical studies are required for any development in the City.

6. Public Safety Goal 3: Protect public health, safety and the environment from exposure to hazardous materials and other dangers.

If construction of a new amenity hotel requires demolition of an older building, an asbestos survey will be conducted to determine the presence or absence of asbestos. Asbestos removal must be performed by a State certified asbestos containment contractor. Paint which is separated from building materials is required to be evaluated for lead, and if found, disposed of by a qualified Lead Specialist.

SECTION 2. RECOMMENDATION.

The Planning Commission does hereby recommend that the City Council take the following actions:

A. Adopt Resolution No. 6498, attached hereto as Exhibit 1, which adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;

B. Adopt Resolution No. 6499, attached hereto as Exhibit 2, which adopts the General Plan Amendment to the Land Use Plan to allow a greater floor area ratio in the Commercial and Industrial land use areas; and

C. Adopt Ordinance No. 1825, attached hereto as Exhibit 3, which adopts changes to the Zoning Code, primarily relating to Amenity Hotels, including an increase in the floor area ratio for Amenity Hotels in the Commercial and Industrial zones when certain conditions are met.

SECTION 3. This Resolution shall take effect immediately.

PASSED, APPROVED, AND ADOPTED this 16st day of February 2021.

BRENDA JACKSON, CHAIR
PLANNING AND ENVIRONMENTAL
QUALITY COMMISSION

ATTEST:

RAYMOND BARRAGAN, SECRETARY
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION
STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF GARDENA

I, Raymond Barragan, Planning and Environmental Quality Commission Secretary of the City of Gardena, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Environmental Quality Commission of the City of Gardena at a regular meeting thereof, held the 16th day of February 2021, by the following vote:

AYES: Pierce, Langley, Sherman, Jackson
NOES: None
ABSENT: Henderson (temporary technical problem)

Attachments:

- Exhibit 1 – Resolution No. 6498 adopting the IS/MND and MMRP
  - Attachment A – IS/MND
  - Attachment B - MMRP
- Exhibit 2 – Resolution No. 6499 amending the Land Use Plan
  - Attachment A – Amended Land Use Plan
- Exhibit 3 – Ordinance No. 1825 amending development standards