Special Planning Commission Agenda

Thursday, July 23, 2020 at 7:00 p.m.

TELECONFERENCE
DIAL-IN-NUMBER 1-669-900-6833
MEETING ID: 811 9385 7226
https://us02web.zoom.us/j/81193857226

Call To Order

Pledge Of Allegiance

Roll Call

Report On Posting

City Officials:

CHAIRPERSON
Jenny Perez

COMMISSIONERS
Jose Delgado
Jose De La Paz
Diego Sepulveda

VICE CHAIRPERSON
Fabiola Inzunza

COVID 19 Meeting Procedures

Pursuant to Government Newsom's Executive Order N-29-20, dated March 17, 2020, members of the Planning Commission, staff, and the public will participate in the July 23, 2020 meeting via a teleconference. To avoid exposure to COVID-19 this meeting will be held with Planning Commission Members participating via teleconference by calling Dial-in-Number 1-669-900-6833 and Meeting ID: 811 9385 7226# and http://us02web.zoom.us/j/81193857226.

Additionally, you may submit your comments electronically by emailing...
Erika Soriano, Administrative Services Coordinator at esoriano@sogate.org.

**Procedure for Participation:**
Any person wanting to participate may request to "speak" on an agenda item. Once acknowledged and authorized by the Chairperson the person may speak. Alternatively, any person may submit comments on an item electronically by emailing esoriano@sogate.org. Submission by email must be received 30 minutes prior to the posted start time of the meeting if emailing subject.

Subject line should read: **COMMENT FOR ITEM NO. ______, MEETING OF JULY 23, 2020.**

Please note, you will enter the meeting muted, but if you want to comment on an Agenda Item or during the public comment portion of the Agenda, raise your hand or press *9 at the appropriate time indicated by the Chairperson. When you are selected to speak, you will hear that you are unmuted, this is the time to make your public comments. Your patience with these changes is appreciated as the City adjusts to new ways of conducting business during the COVID-19 pandemic. Thank you.

**Accessibility:**
Reasonable accommodations for individuals with disabilities will be handled on a case-by-case basis and in accordance with the Americans with Disabilities Act and Governor Newsom’s Executive Order N-29-20. Please call the Community Development Department at (323) 563-9529.

**Meeting Compensation Disclosure**
Pursuant to Government Code Section 54952.3: Disclosure of compensation for meeting attendance by the Planning Commission Commissioners is **$125.00** per meeting.

**Item No. 1**
The Planning Commission will consider approving the minutes for the regular Planning Commission meeting of July 7, 2020.

Documents:

ITEM NO. 1.PDF

**Item No. 2**
The Planning Commission will conduct a Public Hearing for a Resolution recommending approval of incentives and waivers to allow four affordable units at the proposed 78-unit Legacy Apartment project for property located at 10130 Adella Avenue.

Documents:

ITEM NO. 2.PDF
Comments
At this time, members of the public and staff may address the City Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission. No action may be taken on items not listed on the agenda unless authorized by law.

Audience Comments

City Staff Comments

Planning Commission Comments

Adjournment
Adjournment to the Regular Planning Commission meeting on Tuesday, August 4, 2020 at 7:00 p.m.

I, Erika Soriano, Administrative Services Coordinator, certify that a true and correct copy of the foregoing Meeting Agenda was properly posted on July 16, 2020 at 6:00 p.m., as required by law.

Erika Soriano, Administrative Services Coordinator  

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the Planning Commission Meetings, please contact the Comm.Development Department.

Notification 48 hours prior to the Meeting will enable the City to make reasonable arrangements to assure accessibility.

Any final action of the Planning Commission, on this agenda, is appealable to the City Council upon filing the request with the City Clerk prior to 5:00 pm on Monday, August 10, 2020.

Materials related to an item on the Agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Clerk's office, 8650 California Avenue, South Gate, CA 90280 (323) 563-9510 * fax (323) 563-5411 *

www.cityofsouthgate.org
INTRODUCTORY PROCEDURES

Vice Chairperson Jenny Perez called the meeting to order at 7:05 P.M.

The Pledge of Allegiance was led by Commissioner Jose De La Paz.

ROLL CALL: By Erika Soriano, Recording Secretary.

Present: Chairperson Jenny Perez, Vice Chairperson Fabiola Inzunza, Commissioners Jose Delgado, Jose De La Paz, and Diego Sepulveda.

Absent/Excused: None.

Staff: Community Development Director Joe Perez, Senior Planner Erika Ramirez, City Attorney Craig Hardwick and Recording Secretary Erika Soriano.

REPORT ON POSTING: By Erika Soriano, Recording Secretary.

1. MINUTES

The Planning Commission considered approving the minutes for the regular Planning Commission meeting of June 16, 2020. Commissioner Jose De La Paz moved and Commissioner Jose Delgado seconded the motion to approve the Planning Commission minutes of June 16, 2020 with edits.

Roll call vote was taken as follows:

Chairperson Jenny Perez: Yes
Vice Chairperson Fabiola Inzunza: Yes
Commissioner Jose Delgado: Yes
Commissioner Jose De La Paz: Yes
Commissioner Diego Sepulveda Yes

The motion carried (5-0), with all Commissioners in favor.

2. PUBLIC MEETING SECOND EXTENSION FOR TENTATIVE PARCEL MAP NO. 74973 FOR PROPERTY LOCATED AT 12411 INDUSTRIAL AVENUE

Community Development Director Perez introduced a request for a second extension for Tentative Parcel Map No. 74973 for property located at 12411 Industrial Avenue.

Senior Planner Erika Ramirez informed the Commission that the applicant is requesting a second extension. A Final Tract Map has yet to be completed and recorded because of delays caused by COVID-19. The applicant has been demonstrating significant effort in preparing the map for submission of a Final Tract Map; therefore, it is recommended that the Planning Commission approve the request for a one year extension to allow the applicant sufficient time to complete the Final Map.

Chairperson Jenny Perez opened the item to the public for discussion.
Huu Thong, applicant spoke in favor of the project and requested the one year extension be granted.

Vice Chairperson Fabiola Inzunza asked the applicant what was the purpose for the subdivision.

Huu Thong informed the Commission that the subdivision creates a better business development plan for the property.

Chairperson Jenny Perez requested a motion.

Commissioner Jose Delgado motioned and Vice Chairperson Fabiola Inzunza seconded the motion to accept the determination that this project is Categorically Exempt under Class 15 (Minor Land Divisions) Section 15315 of the California Environmental Quality Act per the previous approval of Resolution No. 2017-04 and adopt Resolution No. 2020-03, extending Tentative Parcel Map No. 74973 for 12 months.

Roll call vote was taken as follows:

Chairperson Jenny Perez:   Yes
Vice Chairperson Fabiola Inzunza: Yes
Commissioner Jose Delgado:   Yes
Commissioner Jose De La Paz: Yes
Commissioner Diego Sepulveda    Yes

The motion carried (5-0), with all Commissioners in favor.

3. PUBLIC MEETING  SECOND EXTENSION FOR TENTATIVE PARCEL MAP NO. 71904 FOR PROPERTY LOCATED AT 5225 TWEEDY BOULEVARD

Community Development Director Perez introduced a request for a second extension for Tentative Parcel Map No. 71904 for property located at 5225 Tweedy Boulevard.

Senior Planner Erika Ramirez informed the Commission that the applicant is requesting a second extension. Southern California Edison (SCE) recently determined that additional utility easements are required. The proposed utility easements on the school site are subject to approval by the Board of Education, which usually takes at least three months. The next possible Los Angeles Unified School Board meeting in which the approval of the utility easements can be considered for adoption and approval will not be until after the summer break. Therefore, since this delay is out of the control of the applicant, it is recommended that the Planning Commission approve the request for one year extension.

Chairperson Jenny Perez opened the item to the public for discussion.

Commissioner Jose De La Paz asked for the location of the additional utility easements SCE is requesting.

Senior Planner Erika Ramirez informed the Commission that the additional utility easements are overhand lines along the northern end of the high school campus.

Commissioner Jose De La Paz inquired if Adella Avenue will no longer be blocked.

Community Development Director Joe Perez informed the Commission that the continued closure of Adella Avenue will be discussed at a future Planning Commission meeting as part of a proposed housing project.

Chairperson Jenny Perez requested a motion.
Commissioner Jose De La Paz motioned and Vice Chairperson Fabiola Inzunza seconded the motion to accept the determination that this project is Categorically Exempt under Class 15 (Minor Land Divisions) Section 15315 of the California Environmental Quality Act per the previous approval of Resolution No. 2015-13 and adopt Resolution No. 2020-02, extending Tentative Parcel Map No. 71904 for 12 months.

Roll call vote was taken as follows:

Chairperson Jenny Perez:   Yes
Vice Chairperson Fabiola Inzunza: Yes
Commissioner Jose Delgado:   Yes
Commissioner Jose De La Paz: Yes
Commissioner Diego Sepulveda Yes

The motion carried (5-0), with all Commissioners in favor.

4. PRESENTATION PRESENTATION ON THE BROWN ACT

Community Development Director Joe Perez introduced Craig Hardwick, City Attorney. Mr. Hardwick gave a power point presentation regarding the Brown Act. Mr. Hardwick gave the history of the Brown Act, the intent, an overview of the basics, when the Brown Act applies, and how the Brown Act applies to the new executive order N-29-20.

Chairperson Jenny Perez opened the item to the public for discussion.

Commissioner Jose Delgado asked if the executive order requires the meetings to be held by video.

City Attorney Craig Hardwick informed the Commission that the executive order does not require the public meeting to be held by video, but it does require that everyone attending the meeting can be heard audibly.

Vice Chairperson Fabiola Inzunza asked if there are clear guidelines on the use of social media.

City Attorney Craig Hardwick recommended the Commissioners not comment on or “like” a comment made on social media regarding any agendized items that the Commission will be taking action on.

Commissioner Jose De La Paz asked if personal emails or cell phone records are subject to the Public Records Act.

City Attorney Craig Hardwick informed the Commission that any email or cell phone used for city business will be subject to disclosure under the Public Records Act.

Community Development Director Joe Perez asked City Attorney Craig Hardwick to discuss the penalties if the Brown Act is violated.

City Attorney Craig Hardwick informed the Commission that if the Brown Act is violated, the District Attorney’s office has the authority to prosecute the violator.

Chairperson Jenny Perez motioned and Commissioner Jose Delgado seconded the motion to receive and file the report.

Roll call vote was taken as follows:

Chairperson Jenny Perez:   Yes
Vice Chairperson Fabiola Inzunza: Yes
Commissioner Jose Delgado: Yes
Commissioner Jose De La Paz: Yes
Commissioner Diego Sepulveda Yes

The motion carried (5-0), with all Commissioners in favor.

**General Business**
None

**Audience Comments**
None

**City Staff Comments**
Community Development Director Perez informed the Planning Commission of the following upcoming events, project, and staffing updates:
- July 21st the City Council will be having a Special City Council meeting to discuss the adopted FY 2020/21 Budget.
- The City is providing a temporary use permit for temporary outdoor dining. This will be a no fee application that will receive an expedited review.
- The Online Permit Counter is now available to the public on the City’s website.
- The City will be going live soon with the Qless appointment system that will allow residents, contractors and business owners to schedule appointments at City Hall. Members of the public will be able to sign up for appointments online via the City Website, mobile app, or by walking in and signing in to the queue.
- Census week will be the week of July 27th and the City will be organizing Census Pop-ups to encourage 2020 Census participation.

**Planning Commission Comments**
Vice Chairperson Fabiola Inzunza requested that an item be brought before the Planning Commission to discuss Housing matters.

**ADJOURNMENT**
There being no further business before the Planning Commission, Chairperson Perez adjourned the meeting to July 21, 2020. The meeting was adjourned at 8:16 P.M.

Respectfully,

__________________________________
Joe Perez, Secretary

APPROVED:

_______________________________
Jenny Perez, Chairperson
ITEM NO. 2

City of South Gate
PLANNING COMMISSION

AGENDA BILL

For the Special Meeting of: July 23, 2020

Senior Planner: Erika Ramirez  Director Community Development: Joe Perez

SUBJECT: RESOLUTION RECOMMENDING APPROVAL OF INCENTIVES AND WAIVERS TO ALLOW FOUR AFFORDABLE UNITS AT THE PROPOSED LEGACY APARTMENTS PROJECT LOCATED AT 10130 ADELLA AVENUE

PURPOSE: Consider a request by Gonzales-Goodale Architects and Newport Ventures to adopt a resolution recommending to the City Council relief from specific development standards through a combination of incentives and waivers as permitted by Section 11.31.050 of the South Gate Municipal Code. In return for this relief, the property owner commits to maintaining for no less 55 years, four units (5% percent of the project's 78 units) with rents affordable to Very Low Income households in the Legacy Apartments at South Gate project located at 10130 Adella Avenue, South Gate, California.

RECOMMENDED ACTIONS:

1. CONDUCT a public hearing;

2. ACCEPT the determination that this project is exempt under Categorical Exemption Class 32 (In-Fill Exemption) under Section 15332 of the California Environmental Quality Act (CEQA);

3. ADOPT the findings as outlined in Resolution No. 2020-04; and

4. RECOMMEND that the City Council approve relief from specific sections of the South Gate Municipal Code as permitted by South Gate Municipal Code Section 11.31.50 and subject to the recommended conditions of approval, contained in Resolution No. 2020-04, and any other conditions the Planning Commission may impose.

PUBLIC NOTIFICATION: Advertising and notification of this item was conducted in compliance with Chapter 11.50, Title 11 of the South Gate Municipal Code and the California Environmental Quality Act. Notice was mailed to property owners and addresses within 1,000 feet of the project on July 13, 2020. In addition, notice of the July 23, 2020 Planning Commission hearing was published in the “Long Beach Press Telegram” newspaper on July 13, 2020.

ENVIRONMENTAL EVALUATION: An Initial Study was prepared for the project. The Initial Study demonstrates that the proposed project qualifies for a Categorical Exemption under Class 32 (In-fill Project) Section 15332 of the California Environmental Quality Act (CEQA). Class 32 consists of projects characterized as in-fill development which meet the conditions described as follows: (a) The project is consistent with the applicable general plan design and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres.
substantially surrounded by urban uses; (c) The project site is not deemed a valuable habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services utilities and public services.

BACKGROUND: The request for relief from specific provisions of the South Gate Municipal Code was made by Gonzales-Goodale Architects and Newport Ventures for the construction of Legacy Apartments consisting of a four-story, 78-unit, apartment community that will covenant 4 units as income-restricted for Very Low Income households. The property is located at 10130 Adella Avenue and was previously owned and operated by Riverton Steel for metal fabrication. The lot measures 2.02 acres and is currently vacant. Surface parking will provide 114 parking stalls for the residents, guest and employees. Surrounding uses consist of the International Studies Learning Center to the north and northwest, Southern California Edison right away to the south and single-family residences to the south of the Southern California Edison right away. Directly east of the subject site is an existing industrial use and east of that property is the Los Angeles River.

ANALYSIS: The proposed Legacy Apartments is permitted in the Industrial Flex zoning district and subject to an Administrative Plan Review. Although the proposal is less than the maximum density permitted, the affordable housing component and related incentives and waivers are subject to the South Gate Municipal Code Section 11.31 Density Bonus for Affordable Housing.

General Plan and Zoning Conformance
On the General Plan District Map, the site is shown in the Tweedy Educational District (Attachment C). Neighborhood Medium High uses, including multi-family housing, are considered Desired Land Uses in this district. As part of the Tweedy Boulevard Specific Plan, the zoning designation is Industrial Flex (IF). Multi-family housing is permitted with an Administrative Plan Review approved by the Community Development Director.

The proposed project is consistent with the following goals and objectives of the South Gate General Plan:

- New construction will provide adequate on-site parking for residents (CD 4.4).
- The City shall pursue a variety of housing choices in Districts including both rental and ownership (CD 6.1).
- Iconic, high quality urban design and architecture should be pursued with new projects all the Districts in order to improve the aesthetics of the City (CD 6.1).
- New development in Districts will be designed and developed to achieve a high level of quality and distinctive character and architecture (CD 6.2).
- New buildings and substantial remodels in Districts will be sited and designed to enhance pedestrian activity along sidewalks (CD 6.2).
- Design landscaping, buildings and sites to enhance the pedestrian environment and enhance the urban character of the City’s Districts (CD 6.2).
- The City will encourage innovated and quality architecture in the City with all new public and private projects (CD 8.1).
- Ensure high quality architecture and urban design throughout the City (CD 8.1).
- New multi-family buildings will be designed with attractive and inviting frontage on all public streets (CD 8.1).
- The City will encourage the use of density bonuses and provide other regulatory concessions to encourage affordable housing development (HE 1.3).
Building and Site Design
The Legacy Apartments is a proposed 78-unit apartment complex at the southeast corner of Legacy Lane and Adella Avenue across from the International Studies Learning Center. Forty-six one-bedroom units and 32 two-bedroom units will be located in two four-story courtyard buildings. The one-bedroom units vary in size from 600 – 888 square feet and the two-bedroom units range in size from 926-1,123 square feet. Each of the buildings is 85,79 square feet and will have four rooftop plazas to be used by the residents as common open space. The west courtyard is designed with a centrally located play structure for young children and seating for adults. The eastern courtyard will include a plots for vegetable gardens and seating areas. A landscaped entry plaza connects the two buildings. At-grade parking will be provided along the south and east property lines. Public improvements along Legacy Lane and Adella Avenue will be replaced with meandering sidewalks and expanded landscaping and street trees that will create a pedestrian friendly environment. Photos of the project site are included in Attachment D.

The buildings are designed in a modern style that complements the architecture at the new International Studies Learning Center to the north. Building materials will include stucco in white and grey; metal standing seam siding, Nichiha rainscreen siding in a foe wood appearance and color. Landscape design will complement the architectural style of the building and make use of native species and drought tolerant plants. Pedestrian scale elements on the buildings complement the landscaped street frontage along Adella Avenue and Legacy Lane. Decorative split face walls and wrought iron fencing with metal screening will surround the site.

The project generally meets the development standards outlined in the Tweedy Boulevard Specific Plan and the South Gate Municipal Code. The proposed 78 units are slightly less than the maximum 40 units per acre or 80 units permitted on the 2.02-acre site. The two proposed 4-story buildings courtyard building are 44’ 6” high, which are less than the maximum 50’ height permitted in this zoning district. Parking for multi-family is calculated based on number of bedrooms per unit. One space is required for studio and one-bedroom apartments. Two spaces are required for two-bedroom units. The 114 parking spaces, which meet the code requirement, will be provided by an L-shaped surface parking lot located south and east property lines.

| Table 1. Multi-Family Parking Requirements for the IF Zoning District |
|------------------|------------------|------------------|------------------|
| Type of Unit     | Parking /Unit    | No of Units      | Parking Required |
| Efficiency/Studio/One-Bedroom Units | 1 assigned to each unit | 42 | 42 |
| Two-Bedroom and Three-Bedroom Units | 2 assigned to each unit | 36 | 72 |
| Number of Units Required | 78 | 114 |

Source: South Gate Municipal Code Section 11.133.050 Table 11-33-4 Mixed Use Parking Requirements

Project drawings including site plan, elevations and landscape plan are presented in Attachment E. As part of the conditions of approval, the applicant will be required to provide enhanced paving at the driveway entrances that include decorative concrete that is stamped and stained, screened wrought iron (tubular steel) gates and enhanced landscaping. Applicants will be required to prepare a Master Wall and Fencing Plan approved by the Director of Community Development. The Master Plan will describe wall and fencing design, materials, colors and lighting. Decorative block walls will be required along the east and south property lines. A continuous combination of 8’ high walls and fences will be required to enclose the project and provide security for the residents. Landscaping and lighting in the front yard setback and parkway shall be designed to complement
the pedestrian amenities, low walls and trellises, and to reduce opportunities for graffiti and to create an attractive, safe environment. The existing K-rails on Adella Avenue will be replaced with bollards to block vehicular traffic.

**Affordable Units**

Very Low Income households are defined by the US Department of Housing and Urban Development (HUD) as households with incomes that are less than 50% of the county median. Adjustments are made to reflect the number of persons in a household. The HUD 2020 Los Angeles County Income Limit for a Very Low Income House with 4 members is $56,300.

In the Legacy Apartments project, 5 percent of the 78 units, 4 units, will be income restricted to households with Very Low Incomes. Two of the restricted income units will be two (2) two-bedroom units and two will be (1) one-bedroom units. The property owner will market the income restricted units to South Gate residents.

**Affordable Housing Relief from Development Standards**

South Gate Municipal Code Section 11.31.050 establishes the City’s Density Bonus program to encourage development of affordable housing. The local ordinance is consistent with the California Government Code Section 65915. The state and local laws recognize that strict application of development standards can increase development costs and inhibit affordable housing development. Both provide two types of relief from local development standards, incentives or waivers. Local jurisdictions recognize affordable housing projects often need relief from local development standards even if they do not take advantage of the density bonus and make incentives available to all affordable housing projects.

Incentives are allocated by statute dependent on the number of affordable units and the level of affordability. As shown in the table below, projects that provide more affordable housing units with greater levels of affordability are allotted more incentives. The Legacy Apartments are providing 5% of their units to Very Low Income households.

In addition, California Government Code Section 65915 (e) prohibits the City from applying any development standard that will have the effect of physically precluding the construction of a development and establishes a procedure for developers to request that a development standard be waived for an affordable housing project. Although the project developers are not asking for a density bonus, they are requesting relief from the following specific provisions of the South Gate Zoning Ordinance through the adoption of one incentive and three waivers.

**Affordable Housing Incentive Request**

In the Industrial Flex zoning district and other mixed use zoning districts, South Gate Municipal Code Section 11.33.080 requires that all required parking spaces be assigned individual units and does not provide for any guest parking in multi-family projects. The applicants are requesting relief from the this section of the code to allow 4 of the parking spaces assigned to two-bedroom units to be designated as guest parking. During most of the week the spaces would be used for visitor parking. However, on trash collection days the spaces would be used to facilitate trash service. The total number of required parking spaces in the project will not be reduced.

**Affordable Housing Waiver Request 1 – Private Open Space Requirement**

South Gate Municipal Code Section 11.23.050A requires that at least 50% of the units have direct access to private open, balconies, patios or roof terraces. Legacy Apartments by code is required to provide 39 units with private open space that has a minimum of 36 square feet
area and 6 feet width. The applicant has indicated that the increased costs associated with
the construction of private open space would make it infeasible to provide the proposed four
income-restricted units. However, the project design provides substantial community open
space in the form of two courtyards and 8 roof top patios.

Affordable Housing Waiver Request 2 – Building Frontage Type Requirement
To implement the goals and objectives of individual districts and the Tweedy Boulevard
Specific Plan, South Gate Municipal Code Section 11.23.080 require that new projects be
developed with a specific Building Frontage Type. Residential projects in the IF zoning
district are required to use one of the following Building Frontage Types – Terrace/Stoop,
Porch or Front Yard to create a pedestrian friendly environment and connect where possible
to the future amenities offered by the Los Angeles River Bikeway. Each of these three
options requires that private open space be located at the ground level along the Legacy
Lane and Adella Street frontages. The applicant asserts that security concerns and costs
make it unfeasible to meet the Building Frontage Requirement and still provide the four
income restricted units. To achieve the goals of the zoning district without meeting the
specific requirement, the project incorporates public improvements and landscaping along
the street frontage and the buildings have been designed with street facing living rooms.

Affordable Housing Waiver Request 3 – Allow Interior Trash and Recycling
South Gate Municipal Code Section 11.25.080 requires multi-family projects to provide 16
square feet of outdoor recycling facilities for each unit. This amounts to a total of 1,248
square feet, or an area the size of seven parking spaces. The applicants are concerned that
placing the trash collection facilities outside would affect the feasibility of the project. The
project is designed to provide approximately 1,300 of interior space for trash and recycling.
There is an interior trash enclosure of approximately 300 square feet on the ground floor of
each building and smaller trash closets of approximately 25 square feet on each floor of each
building.

CITY COUNCIL REVIEW: The Planning Commission’s recommended action on this project
will be considered by the City Council at a future City Council meeting. In addition, the affordable
housing agreement will be considered by the City Council for approval. The affordable housing
agreement will describe the incentives, waivers, and affordability restrictions. The applicant will
record the agreement against the entire residential development. The approval and execution of the
affordable housing agreement shall take place prior to the issuance of building permits. The
affordable housing agreement shall bind all future owners and successors in interest for the term of
55 years. The affordable housing agreement requires an approved Affirmative Fair Marketing Plan,
which demonstrates the marketing strategy designed to attract renters of all majority and minority
groups.

The proposed project has the meets the following objectives:
- Addresses the state housing crisis
- Provides affordable housing units
- Eliminates a vacant blighted property
- Activates underutilized property
- Provides connection and access to the Los Angeles River, which will be revitalized as active
  pedestrian and bike paths
PROJECT SUMMARY:

Applicant:
Laura Lehman
Gonzales-Goodale Architects
135 West Green Street
Pasadena, CA 91105

Dave Mossman
Newport Ventures

Property Owner:
Greg Solaas
10130 Adella LLC
1035 Geary Avenue
Santa Fe Springs, CA 90670

Property Address:
10130 Adella Avenue
South Gate, CA 90280

Assessor’s Parcel Number: 6221-026-020

Existing Zoning:
Industrial Flex (IF)
Tweed Boulevard Specific Plan

General Plan Designation:
Tweed Educational District

ATTACHMENTS:
A: Resolution No. 2020-04
B: Aerial and Location Map
C: Zoning Map & General Plan Districts Map
D: Photos
E: Project Plans
F: Notice of Exemption
G: Notice of Public Hearing
H: Letter from Applicant Requesting Waivers
ATTACHMENT A
RESOLUTION NO. 2020-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SOUTH GATE RECOMMENDING THE CITY COUNCIL APPROVE ONE (1) INCENTIVE AND FOUR (4) WAVERS AS PERMITTED IN THE SOUTH GATE MUNICIPAL CODE SECTION 11.31.050 FOR A HOUSING PROJECT TO INCLUDE FOUR (4) UNITS WITH RENTS AFFORDABLE TO VERY LOW INCOME HOUSEHOLDS FOR NO LESS THAN 55 YEARS IN THE LEGACY APARTMENTS LOCATED AT 10130 ADELLA AVENUE (APN: 622-026-020) IN THE CITY OF SOUTH GATE, STATE OF CALIFORNIA

WHEREAS, on January 15, 2020, the Department of Community Development received an application from Gonzales-Goodale Architects and Newport Ventures representing the property owners 10130 Adella LLC for Administrative Plan Review No. 2020-01 to allow the construction of two 4-story multifamily residential buildings, with a total of 78 units, including four (4) affordable units at 10130 Adella Avenue (“Project”); and

WHEREAS, the Planning Commission upon giving the required notice did on the 23rd day of July, 2020, conduct a duly advertised public hearing as required by law to consider the recommendation of approval of said relief from specific development standards in the form of an incentive and waivers. Notice of the hearing was originally published in the Long Beach Telegram newspaper on July 13, 2020 and mailed to property owners and properties located within 1,000 feet of the project site on July 13, 2020; and

WHEREAS, an environmental assessment was prepared analyzing the potential impacts the proposed project could have on the environment; and

WHEREAS, studies and investigations were made and a staff report with recommendations was submitted; and

WHEREAS, the submitted Affirmative Fair Marketing Plan meets the criteria as set forth by Section 11.31.070 (Affordable Housing Agreement) of the South Gate Municipal Code; and

WHEREAS, the 2014 Housing Element calls for the City to “provide a range of housing prices, unit types, and sizes to accommodate the varied needs of all socioeconomic segments of South Gate, fostering a diverse and balanced community”; and

WHEREAS, the Planning Commission determined that the facts of this matter are as follows:

1. The South Gate Department of Community Development received a request to allow construction of 78 multi-family units, including four (4) affordable units at 10130 Adella Avenue.

2. If the proposed project is approved by the City Council, the project will provide 4 units that are income-restricted to Very Low Income households defined by the US Department of Housing and Urban Development. The income restricted housing
units will include 2 one-bedroom units and 2 two-bedroom units.

3. The 2.02-acre project site is in the Tweedy Boulevard Specific Plan. The zoning designation is Industrial Flex (IF) and the general plan identifies the site as within the Tweedy Educational District.

4. Multi-family projects are permitted in the Industrial Flex (IF) zoning district with an Administrative Plan Review approved by the Community Development Director.

5. The Industrial Flex (IF) zoning district allows up to 40 units per acre or up to 80 units on the site without a density bonus.

6. Although the 78-unit project does not exceed the maximum number of units permitted by the zoning ordinance, the applicant finds that it is infeasible to construct the project without relief from four requirements of the South Gate Municipal Code.

7. Pursuant to State Density Bonus Law 65159, projects with income-restricted units providing affordable housing may take advantage of the incentives and waivers offered by the statute even if the project does not need a density bonus.

8. The 4 income-restricted units for households with Very Low Incomes represent 5% of the total units in the 78-unit project and is eligible for one incentive.

9. The maximum number of incentives a project is eligible for is assigned by statute dependent on the number of affordable units and the level of affordability.

10. In addition, California Government Code Section 65915 (e) prohibits the City from applying any development standard that will have the effect of physically precluding the construction of an affordable development and establishes a procedure for developers to request that development standards be waived for an affordable housing project.

11. South Gate Municipal Code Section 11.33.080 requires that all required parking spaces be assigned individual units and does not provide for any guest parking in multi-family projects in the Industrial Flex zoning district and other mixed use zoning districts.

12. The applicants are requesting relief from the South Gate Municipal Code Section 11.33.080 to allow four of the parking spaces assigned to two-bedroom units to be designated as guest parking and to facilitate trash service on collection days. The total number of parking spaces in the project, as required by code, will not be reduced.

13. The applicants are requesting relief from South Gate Municipal Code Section 11.23.050A requirement that at least 50% of the units have direct access to private open space, balconies, patios or roof terraces. Legacy Apartments by code is required to provide 39 units with private open space. The applicants determined the costs associated with the construction of private open space would make it infeasible to provide the proposed 4 income-restricted units.
14. Tweedy Boulevard Specific Plan and South Gate Municipal Code Section 11.23.080 require that new projects be developed with a specific Building Frontage Type. Residential projects in the IF zoning district are required to use one of the following Building Frontage Types – Terrace/Stoop, Porch or Front Yard.

15. Each of these three Building Frontage options requires that private open space be located at the ground level along the Legacy Lane and Adella Street frontages. The applicants assert that security concerns and costs make it unfeasible to meet the Building Frontage requirement and provide the four income restricted units.

16. South Gate Municipal Code Section 11.25.080 requires multi-family projects to provide 16 square feet of outdoor recycling facilities for each unit, or 1,248 square feet, or an area the size of seven parking spaces.

17. The applicants assert that placing the trash collection facilities outside would affect the feasibility of the project by significantly reducing the surface area available to provide required parking. Placing the trash collection facilities inside saves approximately 1,300 square feet of surface area or allows 7 parking spaces to be provided.

18. South Gate Municipal Code Section 11.31.070 requires that an Affordable Housing Agreement be entered into between the City and the developer of a housing project exercising the provisions of the Density Bonus Ordinance including the granting of incentives and/or waivers to provide relief from local development standards.

WHEREAS, The City Planning Commission made the following findings:

1. The subject application will not be detrimental to the public health, safety and welfare or adversely affect property values or the present and further development of the surrounding area with the incorporation of the conditions of approval.

2. The proposed use is consistent with the following goals and objectives of the South Gate General Plan:
   - New construction will provide adequate on-site parking for residents (CD 4.4).
   - The City shall pursue a variety of housing choices in Districts including both rental and ownership (CD 6.1).
   - Iconic, high quality urban design and architecture should be pursued with new projects all the Districts in order to improve the aesthetics of the City (CD 6.1).
   - New development in Districts will be designed and developed to achieve a high level of quality and distinctive character and architecture (CD 6.2).
   - New buildings and substantial remodels in Districts will be sited and designed to enhance pedestrian activity along sidewalks (CD 6.2).
   - Design landscaping, buildings and sites to enhance the pedestrian environment and enhance the urban character of the City’s Districts (CD 6.2).
   - The City will encourage innovative and quality architecture in the City with all new public and private projects (CD 8.1).
   - Ensure high quality architecture and urban design throughout the City (CD 8.1).
   - New multi-family buildings will be designed with attractive and inviting frontage on all public streets (CD 8.1).
The City will encourage the use of density bonuses and provide other regulatory concessions to encourage affordable housing development (HE 1.3).

3. Upon compliance with the attached conditions of approval, the subject use will not have a detrimental impact on adjacent properties.

4. This project is Categorically Exempt under Class 32 (In-fill Project) Section 15332 of the California Environmental Quality Act (CEQA). Class 32 consists of projects characterized as in-fill development meet in the conditions described as (a) The project is consistent with the applicable general plan design and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site is not deemed a valuable habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services and utilities and public services.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of South Gate, pursuant to the facts noted above, does hereby recommend that the South Gate City Council approve relief from the specific development standards through the combination of incentives and waivers, as permitted by Section 11.31.050 of the South Gate Municipal Code, as specified as follows: (1) concession- allow 4 of the parking spaces assigned to two-bedroom units to be designated as guest parking; (2) waiver 1- waive requirement that private open space be provided to at least 50% of the units; (3) waiver 2- waive requirement that the project be developed with one of the required Building Frontage Types; and (4) waiver 3- waive the requirement that trash and recycling facilities be installed outside. In return for this relief, the property owner commits to maintaining for no less than 55 years, four units (5% percent of the project’s 78 units) with rents affordable to Very Low Income households in the Legacy Apartments project located at 10130 Adella Avenue, South Gate, California subject to the conditions of approval contained in Exhibit A.

BE IT FURTHER RESOLVED, that the Secretary of this Commission be directed transmit to the City Council a copy of this resolution as the report of the findings and recommendations of the Planning Commission with reference to this matter.

This Resolution was adopted by the following vote at the Planning Commission meeting of July 23, 2020.

AYES:
NOES:
ABSENT:
NOT VOTING:

APPROVED and ADOPTED this 23rd day of July 2020.

CITY OF SOUTH GATE:
Joe Perez
Secretary
City Planning Commission

APPROVED:

_____________________
Jenny Perez
Chairperson
City Planning Commission
Exhibit A- Conditions of Approval for Administrative Plan Review No. 2020-01

Planning Conditions

General Requirements:

Code Compliance

1. The permittee shall comply with all applicable codes, laws, rules and regulations including the Building and Safety, Public Works, and Zoning Codes of the City of South Gate and the Health and Fire Codes of the County of Los Angeles.

2. Per the City’s Zoning Code Section 11.31.070, an affordable housing agreement between 10130 Adella LLC and the City will be required prior to the issuance of a building permit.

Approved Plans

3. The approvals are for a 78-unit multi-family project with 42 one-bedroom units and 36 two-bedroom units. Four of the units, 2 one-bedroom units and 2 two-bedroom units, shall be income-restricted to households with Very Low Incomes as applicable to Los Angeles County as published by the California Department of Housing and Community Development pursuant to Section 50093 of the California Health and Safety Code.

4. The property shall be developed and operated in accordance with the approved plans attached to APR 2020-01 and stamped APPROVED, unless otherwise approved in writing by the Director of Community Development.

5. No exterior structural alteration or building color change, other than the colors or building treatments originally approved, shall be permitted without the prior approval of the Director of Community Development.

6. Future changes to the exterior color (either stucco or paint) shall be obtained by separate review and approval by the Director of the Community Development Department.

Development Impact Fee

7. All new development with a building valuation equal to or exceeding $500,000 must comply with Art in Public Place program or may pay to the City Art Fund on an amount equal to 1% of the total building valuation.

Construction

8. The project applicant will be required to implement all recommended/required construction and operational BMPs.

9. The proposed project’s construction and operation must adhere to the requirements of the City of South Gate Noise Control Ordinance (Chapter 11.29). The use of any pile drivers must occur during the daytime periods and the contractors must notify all residents and businesses within 500 feet at least two weeks in advance of their use.

10. All mechanical ventilation and other machinery must be located in enclosures that will
attenuate noise if the equipment exceeds the allowable noise levels in the City of South Gate Noise Ordinance.

11. All future construction or additions to the project shall be subject to review and approval of the Director of Community Development.

Compliance with Conditions
12. The project shall comply with all Building & Safety and Public Works requirements.

13. At the completion of the project, final approval from the Planning Division shall be obtained prior to Building and Safety Division final approval.

14. All conditions of approval shall be met prior to the issuance of a Certificate of Occupancy.

15. Violation of, or noncompliance with, any of these conditions shall constitute grounds for revocation of this entitlement.

Expiration of Approval
16. Unless the approval is exercised within one (1) year from the date of approval. Time extensions may be granted at the discretion of the Director of Community Development.

Applicant and Property Owner Condition Acceptance Affidavit
17. Within thirty (30) days of approval of the Project, the Applicants and Property Owner shall certify their acceptance of the conditions placed on the approval by signing a notarized Affidavit of Acceptance stating that they accept and shall be bound by all of the conditions.

City Indemnification by Applicants
18. The Applicants shall defend, hold harmless and indemnify the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul any approval by the City concerning the Project. The City shall promptly notify the Applicants of any filed claim, action or proceeding and shall cooperate fully in the defense of the action.

Property Maintenance
19. Applicants shall agree to maintain the property and all related on-site improvements and landscaping thereon, including without limitation, buildings, parking areas, lighting, signs, and walls in a first class condition and repair, free of rubbish, debris and other hazards to persons using the same, and in accordance with all applicable laws, rules, ordinances and regulations of all Federal, State, County and local bodies and agencies having jurisdiction, at applicants sole cost and expense. Such maintenance and repair shall include, but not be limited to the following: (i) sweeping and the removal of trash and debris as soon as possible but at least within 24 hours; (ii) the care of all shrubbery, plantings and other landscaping in a healthy condition and replacement of diseased or dead plant material with new material at an age similar to the material being replaced;
(iii) maintenance of all irrigation systems in properly operating condition; (iv) the removal of graffiti within 24 hours; and (v) the repair, replacement and restriping of asphalt or concrete paving using the same type of material originally installed, to the end that such paving at all times be kept in a level and smooth condition.

**Project Conditions**

20. *Approved Site Plan.* Except as set forth in conditions, development shall take place substantially as shown on approved site plans and elevations. Any deviations (e.g. site plan, building, landscaping, and parking spaces) that will meet the intent of this approval will be substantially in conformance with this approval. However, any material deviation must be approved by the Community Development Department before construction.

21. *Master Wall and Fencing Plan.* With construction plans the applicant shall submit a wall and fencing plan for the project. Walls and fencing shall be designed and located so that they complement the architecture and landscaping. Walls shall be required along the East Property Line (adjacent to industrial property) and South Property Line (adjacent to Southern California Edison transmission corridor). A combination of walls and fences along the Legacy Lane and Adella Avenue shall be designed to complement the architecture and landscaping and to provide a sense of entry and a feeling of security. All perimeter walls and fences shall be 8’ high. The walls shall be capped and have capped, decorative pilasters located no less than 30’ feet apart. All walls shall be decorative concrete block walls (e.g. split face block, stucco, etc.). Fencing and gates shall be 8’ high and constructed of decorative wrought iron or tubular steel. Decorative metal screens shall be installed on all parking lot gates. The apartment complex will be enclosed by a combination of buildings and 8’ walls and fencing. New wall and fencing design shall use lighting and landscaping to address security concerns and minimize graffiti. The Master Wall and Fencing Plan shall address wall and fencing materials and colors, all of which shall be approved by the Community Development Director prior to building permit issuance.

22. *Landscaping and Lighting.* Landscaping and lighting in the front yard setback and parkway shall be designed to complement the pedestrian amenities, low walls and trellises, and to reduce opportunities for graffiti and to create an attractive, safe environment. Tall grasses or vines shall be located directly in front of the 2 foot high walls along Legacy Lane. Landscaped are shall incorporate up-lighting throughout. A full Landscape Plan compliant with the Model Water Efficient Landscape Ordinance shall be submitted for review and approval with construction plans.

23. *Adella Avenue Bollards.* Prior to issuance of a certificate of occupancy, applicant shall remove the K-rails installed in Adella Avenue just north of the project’s south property line and install bollards that block vehicular traffic but continue to allow pedestrians and bicyclists to use the street. Bollard design shall be subject to the review and approval of the Directors of Public Works and Community Development.
24. **Project Driveway Entrance Design.** Project driveway entrance shall include enhanced pavement and landscaping and be enclosed by 8’ high decorative wrought iron gates with solid metal backing. The gates shall be flanked by capped pilasters connecting to 8’ high decorative concrete block walls. The driveway entrances off of Adella Avenue and Legacy Lane shall include decorative stamped and stained concrete, landscape treatment and signage. The driveway entrance design, materials and color shall be incorporated into the Landscape Plan submitted at the time of construction drawing submittal and shall be subject to the review and approval of the Community Development Director.

25. **Swales and Gutters.** Driveway and parking areas shall not incorporate center swales. All drainage in common and private use areas shall be underground and shall not incorporate open gutters or swales.

26. **Barbed Wire and Concertina Wire Prohibited.** Use of barbed wire, concertina wire or other similar material on any walls or fences is prohibited.

27. **Security.** The installation of exterior security doors, gates, and window coverings, including but not limited to bars, grills, and overhead roll down doors, or any exterior mounted coverings of any type, shall be prohibited.

28. **Street Frontage Landscaping.** A detailed Landscape Plan for Legacy Lane and Adella Avenue frontages shall be submitted prior to issuance of the rough grading plan. The plan shall include street trees and parkway design. Sidewalks shall be widened and redesigned to create the meandering sidewalks, benches and landscaping show on the conceptual landscape plans. Existing street trees, where necessary, will be replaced with 36-inch-box street trees and shall be planted no further than 30 feet on center. Plant materials and irrigation design shall comply with the Model Water Efficient Landscape Ordinance and be consistent with the draft landscape plans included in the project design plans referenced in Project Conditions #22. The landscape plan shall be subject to the review and approval of the Community Development Director.

29. **Lighting.** Onsite lighting shall be installed to ensure the safety of residents and minimize light overspill onto adjacent properties. Prior to issuance of building permits, the applicant shall have submitted and approved a lighting plan and photometric study. The lighting plan shall be subject to the review and approval of the Community Development Director.

30. **Signs.** All signs shall require a Sign Permit issued by the Planning Division, reviewed and approved by the Director of Community Development prior to installation.

31. **On-Site Utilities.** All onsite overhead utility servicing the development shall be placed underground.

32. **Backflow Devices.** The location of all backflow devices shall be approved by the City prior to installation. Back flow devices shall be located the greatest extent possible from the front property line and shielded from view.
33. **Rooftop Mechanical Equipment.** All rooftop mechanical equipment shall be placed behind a permanent parapet wall and shall be completely screened.

34. **Drainage.** All building drainage shall be interior with no exterior downspouts or gutters.

**Public Works Department**

**General Design Parameters**

35. All the streets shall be designed per APWA Standard Specifications for Public Works Construction, latest edition and the City of South Gate standards, in case of a conflict, the City’s standards will prevail.

36. All the drainage design criteria shall be per the Los Angeles Flood Control District and the City of South Gate standards, in case of a conflict, the City’s standards will prevail.

37. All the grading plans shall be designed to the requirements of the City of South Gate Department of Building and Safety.

38. All public works improvements shall be constructed in accordance with the latest edition of the APWA Standard Specifications for Public Works Construction and South Gate City Standards, and to the satisfaction of the City Engineer prior to the issuance of a Certificate of Use and Occupancy.

**General Conditions**

39. Prior to the issuance of building and public works permit, the applicant shall:

40. Prepare street, drainage, water, sewer, grading, lighting and signing and striping improvement plans showing all existing and proposed public works improvements and dry utilities as outlined below. Said plans shall be prepared by a registered Civil Engineer on City approved title blocks.

41. Provide an engineer’s estimate for all public works improvements and pay all plan-check fees in accordance with the latest fee schedule prior to plan review.

42. Developer shall deposit $5,000 with the City to cover the City’s cost for review of pre-development submittals such as preliminary plans, including traffic, civil, planning and environmental consultants, etc.

43. The developer shall pay Road Mitigation fees in accordance with the latest fee schedule. Residential Development fee is calculated at $2,492 per dwelling unit, unless otherwise exempt from the Road Mitigation Ordinance or waived by the City Council.

44. The developer shall pay LID Plan Check fees. Review is done by City’s Environmental Consultant, John Hunter & Associates.
45. Pay permit, construction management and inspection fees associated with this project in accordance with the latest Public Improvement Plan Check fee schedule at the time of permit issuance and inspection.

46. Coordinate all Public Works improvements inspection with the Public Works Department at least 48 hours prior to commencing work. Contact John Rico at (323) 563-9594 to arrange for a Public Works Inspection.

47. Developer’s contractor, subcontractors, and consultants working on this project must obtain and pay City Business License and permits fees.

48. Prior to the City’s acceptance of the public improvements, developer shall submit a refundable deposit in the amount of $3,000, which will be refunded upon receipt of “Record Drawings” for all the required improvements on approved Mylar(s) and AutoCAD files on a CD.

49. Comply with the requirements of the Americans with Disabilities Act (ADA compliance) in regards to access ramps, sidewalks, driveway and any public access pathways.

50. Comply with the City’s Community Development Ordinance pertaining to construction debris recycling. Contact the Building & Safety Department to obtain a Construction & Demolition Debris Waste Reduction Recycling Plan forms.

51. Developer to contact the City’s Waste Hauling Company (Waste Management) at (800) 774-0222 and obtain approval for the location of waste disposal container(s), including facilities for recycling.

52. Developer must comply with all applicable South Coast Air Quality Management District (AQMD) regulations.

53. Developer to coordinate with Southern California Edison Company for any improvements within their right-of-way.

Streets

54. Remove and reconstruct any and all damaged/or deficient existing improvements including but not limited to driveways, access ramps, curb and gutter, sidewalk within the parkway along the perimeter of the proposed development. Existing sidewalks with non-compliant ADA cross slope exceeding 2% shall be replaced.

55. Construct new driveways at least 3 feet (for collector streets) away from any above-ground obstructions in the public right-of-way to the top of the driveway. Otherwise the obstruction shall be relocated at the developer’s expense. Ensure that each driveway provides proper pedestrian access across, in compliance with the Americans with Disabilities Act (ADA). The final layout and site driveway design shall be subject to the
review and approval of the City Engineer.

56. Proposed new driveways will meet the classification of commercial driveways (Minimum width required is 26 feet).

57. The proposed meander sidewalk shall have a minimum width of 48-inches around any obstructions in the public right-of-way. Otherwise the obstructions shall be relocated at the developer’s expense.

58. Developer shall execute a landscape maintenance agreement for the off-site landscape and irrigation system.

59. Construct new tree wells and plant new 36-inch boxed street trees on Adella Avenue and Legacy Lane. Install decorative cast iron tree well covers. The species of any new street trees shall be in accordance with the Citywide Tree Master Plan. All tree wells shall be irrigated with dedicated irrigation line.

60. Proposed landscape shall be designed to incorporate water conservation techniques through application of xeriscape landscaping principles. Landscape plan to include low-water demanding plants with limited turf, efficient irrigation system and use of California native plants.

61. Limits of work to be identified on the civil improvement plans and approved by the City Engineer.

62. Any damages done to existing public improvements during construction shall be removed and replaced to original condition per the satisfaction of the City Engineer.

63. Any cross flow drainage from the property over the sidewalks is not permitted. Construct parkway drains as required.

64. Where utility cuts on concrete pavement are proposed, the entire concrete panel shall be removed and reconstructed.

65. Centerline ties, property corners and benchmark monument shall be preserved in the public right of way. In the event that ties, property corners and benchmark monuments are disturbed or removed, a licensed surveyor shall re-establish and file required corner record survey with the Los Angeles County Surveyors office. All recorded copies of the documents shall be submitted to the City along with the final set of as-built plans.

66. In order to meet the City’s Lighting Master Plan, developer shall verify that the frontage of the proposed development meets the Illuminating Engineering Society (IES) minimum standards for streetlight illumination for Adella Avenue and Legacy Lane. If deemed insufficient, developer shall design and construct the necessary lighting improvements. Provide a photometric analysis for Adella Avenue and Legacy Lane. Install new streetlights if lighting distribution is inadequate.
67. Paint property address on the curb, in front of the proposed development, to the City and Fire Departments satisfaction.

68. Close existing driveway(s) on Adella Avenue and Legacy Lane, which will no longer be in use as part of the new development, and replace with new curb and gutter and full-width sidewalk to match existing.

69. Comply with the City’s Pavement Moratorium. Remove and replace the asphalt pavement from edge of gutter to edge of the gutter along Adella Avenue and Legacy Lane or as deem necessary by the Director of Public Works. Restore pavement markings as necessary.

**Grading and Drainage**

70. Comply with all Federal, State, and local agency requirements pertaining to the Clean Water Act, which establishes regulations, set forth in the Countywide National Pollutant Discharge Elimination System (NPDES) Permit.

71. Comply with the City’s Storm Water Management Ordinance. Implement all NPDES requirements and Best Management Practices during and after construction. Provide and obtain approval of a site-specific Erosion Control Plan.

72. Submit a Grading and Drainage plans prepared by a Registered Civil Engineer to the satisfaction of the Public Works Department and Building Division. Show all existing and proposed driveways, curb & gutter, sidewalks, curb ramps, street trees, tree wells, street lights, street signs, power poles, fire hydrants, utility boxes, meters, curb drains, etc. on the plans. Provide LID Plan and calculations required to address storm water discharge and NPDES requirements by City’s Environmental Consultant, John Hunter and Associates (See attached requirements).

73. Submit Geotechnical reports, including but not limited to infiltration, percolation reports.

74. All on-site parking and circulation areas shall be paved as required by a pavement engineering or geotechnical report prepared by a Registered Civil Engineer, subject to the review and approval of the Public Works and Community Development Departments.

75. Provide a final detailed drainage study (prepared by a registered/licensed civil engineer) for review and approval. The study shall include existing and proposed hydrologic conditions as well as hydraulic calculations (per Los Angeles County format) for all drainage control devices and storm drain lines.

76. Grading plan will include geotechnical and geologist certification, stating that grading plan has been reviewed and found to be in conformance with the recommendations as outlined in the soils and geological report.

77. Historical or existing storm water flow from adjacent lots must be received and directed
by gravity to the street, a public drainage facility, or an approved drainage easement.

78. Dust control operations shall be performed by the developer at the time, location and in the amount required and as often as necessary to prevent the excavation or fill work, demolition operation, or other activities from producing dust in amounts harmful to people or causing a nuisance to persons living nearby or occupying buildings in the vicinity of the work. The developer is responsible for compliance with Fugitive Dust Regulations issued by the Air Quality Management District (AQMD).

Sewer

79. The developer shall prepare a comprehensive Sewer Capacity Study signed and stamped by a registered Civil Engineer addressing the sewer needs of the new proposed site and pay all required review fees. Initial deposit of $761 is required to initiate the plan check. Actual costs of the review will be billed to the developer as the plan check progresses. Based on the Sewer Capacity Study, the developer might be required to pay for any necessary sewer upgrades. The limits of the upgrades shall be to the downstream point of connection to where sufficient capacity exists. If in case the sewer connection is made to Los Angeles County sewer system, the developer may need to coordinate and get approval from Los Angeles County Sanitation District and pay any associated County fees.

80. Install adequate sewer lateral(s) to serve the proposed development, and abandon any existing sewer laterals and sewer cleanouts that will not be used, to the satisfaction of the Public Works and Building & Safety Departments. Sewer laterals will be abandoned in place with either cement slurry backfill or concrete bulkhead plug per City Standard Plans.

81. The developer shall consult the City Engineer to determine the sewer location and design requirements. Relocation of any public sewer lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

Water

82. Conduct a Water System Capacity Study and provide a copy of the report to the City for review and approval. If higher water needs are determined, then the developer will pay for any water upgrade needed to meet the demand. Developer to pay for all costs incurred for the review of the capacity study.

83. All proposed improvements shall be served by adequately sized to accommodate the total domestic, landscape and fire flows. Plans shall include size, type and location of the proposed fire hydrants approved by the Los Angeles Fire Department (LAFD). Provide fire flow calculations to justify the size and the velocity in the pipe (not to exceed 10 ft/sec)

84. Coordinate with the City’s Water Division regarding removal of all existing water meters
that will not be used by the development.

85. Existing water meter needs to be relocated or abandoned. Water meters are not allowed along driveways.

86. Developer shall pay Water Development Impact Fees per the latest City Fee Schedule. Fee is dependent on water meter sizes. Development Water Impact fees are paid at the time of obtaining the building permit.

87. Relocation of any public water lines shall be subject to approval by the City Engineer. Pavement moratorium applies.

Traffic

88. The developer shall prepare a Traffic Impact Study signed and stamped by a registered Civil/Traffic Engineer addressing potential safety issues, trip generation, distribution and assignment, queuing analysis, Level of Service analysis, line of sight, internal circulation and overall operational impacts to nearby signalized intersections. Study should include all signalized intersections for which the proposed project will add 50 or more trips during the AM and or PM peak hour. If the study is determined insufficient by the City Engineer, the developer will be required to prepare a Traffic Impact Assessment and pay for any traffic mitigations that arise from the Traffic Impact Assessment.

89. Internal circulation, particularly where there are trash pick-ups should be shown accommodating the vehicles that will serve the development.

90. Clear unobstructed sight distance lines shall meet AASHTO guidelines and shall be shown on the improvement plans at intersections and/or driveways.

91. Upon completion of construction, developer shall remove temporary construction markings (USA marking).

92. All public and private signage and markings for vehicular traffic shall conform to the provisions of the California Manual on Uniform Traffic Control Devices (CA-MUTCD).

Utilities

93. Developer is responsible for research on private utility lines (Gas, Edison, Telephone, Cable, Irrigation, etc.) to ensure there are no conflicts with the site.

94. All existing on-site utility lines and existing utility lines serving the proposed development, that conflict with the project, shall be relocated, removed, or abandoned at the developer’s expense to the satisfaction of the City Engineer. Pavement moratorium shall apply.

95. For all electrical needs the developer will coordinate with SCE Planner.
96. Any significant proposed utility underground vaults or meter shall be located away from the proposed driveways.

97. Remove any abandoned above ground utilities within the Parkway area including but not limited service pedestals, pull boxes, etc.

98. All proposed on-site sewer, water, and drainage facilities shall be private system(s) maintained by the property owner.

99. All overhead utilities along Adella Avenue and Legacy Lane (Power, telephone and cable television services, etc) shall be underground. Pavement moratorium shall apply.

Use and Occupancy

100. Complete Public Works improvements prior to issuance of certificate of occupancy. Developer may consult the Department of Public Works to request approval to implement and/or construct public improvements required in the conditions of approval after the certificate of occupancy is issued. The Department of Public Works may approve and/or deny approval of the request, partially or in its entirety, at the full discretion of the Assistant City Manager/Director of Public Works. Any public improvements not completed prior to issuance of certificate of occupancy shall require the developer to enter into a development agreement and post the necessary securities in the amount approved by the Assistant City Manager/Director of Public Works and in a form approved by the City Attorney. All public improvements shall be completed at the developer’s cost.

101. The City reserves the right to add additional conditions as deemed necessary to comply with health and safety requirements.

Prior to issuance of a release of Use and Occupancy, all the above conditions shall be complied with and all the improvements are in place.

PROJECT APPROVAL

The Administrative Plan Review (APR) application for the proposed development at APN 622-026-020, Legacy Apartments is hereby approved subject to the Mitigation Measures and Conditions of Approval referenced in this document.

Joe Perez
Community Development Director
City of South Gate
ATTACHMENT B
Location & Aerial Map

10130 Adella Ave.

Project Site: 10130 Adella Ave

[Map showing the location of the project site at 10130 Adella Ave]
ATTACHMENT C
General Plan Map: Tweedy Educational District
10130 Adella Ave

Districts
- Ardine Industrial
- Civic Center
- South Gate College [2 Sub Areas]
- El Paseo/South Gate Towne Center [3 Sub Areas]
- Firestone Industrial
- Gateway [4 Sub Areas]
- Hollydale Industrial
- Imperial [3 Sub Areas]
- Tweedy Educational District
- Rayo Industrial [2 Sub Areas]
- South Gate Triangle [2 Sub Area]
- Southwest Industrial

South Gate General Plan 2035
ATTACHMENT D

Northeast corner of site
Adella looking East
Legacy looking west
Looking west from northwest property line
ATTACHMENT E
ATTACHMENT F
NOTICE OF CEQA EXEMPTION

TO: Los Angeles Registrar Recorder/County Clerk,
    County of Los Angeles
    Norwalk, California 90650

FROM: City of South Gate
       Planning Division
       8650 California Avenue
       South Gate, California 90280

NAME: Legacy Apartments

ADDRESS: 10136 Adella Avenue, South Gate, California 90280

CITY/COUNTY: City of South Gate, Los Angeles County.

APPLICANT: Gonzales Goodale Architects. Attn: Laura Lehman. 135 W. Green Street, Suite 200, Pasadena, California 91105

PROJECT: The project site consists of 2.02 acres (87,991 square feet) and is located near the southeast corner of Adella Avenue and Legacy Lane. The project would involve the construction and occupancy of 78 residential apartment units. Of this total number, 42 units will be one-bedroom units and 36 units will be two-bedroom units. Four units will be dedicated as affordable units for moderate income households. An Affordable Housing Agreement is required.

EXEMPTION: The project qualifies as exempt pursuant to Section 15132 (Infill Exemption).

STATUS: __ Ministerial (Section 21080 (b)(1); (Section No. ________);
        __ Declared Emergency (Section 21080 (b)(3); (Section No. ________);
        __ Emergency Project (Section 21080 (b)(4); (Section No. ________);
        __ Statutory Exemption (Section No. ________);
        √ Categorical Exemption (Section No. 15332, Infill Exemption [Class 32]);
        __ The activity is not subject to CEQA (Section No. ________);
        __ Other

CITY CONTACT Ms. Candida Neal, Planning Consultant
City of South Gate
8650 California Avenue
South Gate, California 90280

Name: Marc Blodgett Date: July 16, 2020
1. INTRODUCTION

The applicant, Newport Property Ventures, Inc. in proposed to construct a four-story, 78-unit residential building in the City of South Gate. The address of the proposed project includes 10136 Adella Avenue in the City of South Gate. For this project, the City of South Gate has reviewed the proposed project and has determined that it is categorically exempt and qualifies for a Class 32 Infill Exemption. While this Categorical Exemption (CE) has been prepared with the assistance of an environmental consultant, the findings of the analysis represent the independent judgment of the City of South Gate, in its capacity as Lead Agency for the project. Questions and/or comments should be submitted to the following contact person:

Ms. Candida Neal, Planning Consultant
City of South Gate
8650 California Avenue
South Gate, California 90280
cneal@sogate.org

This environmental document and all comments received shall be a part of the environmental record and review of the project. The following annotated outline summarizes the format and content of this CE:

- **Section 1 - Introduction**, provides the procedural context surrounding this Categorical Exemption’s preparation and insight into its composition.
- **Section 2 - Project Information**, provides an overview of the affected area along with a description of the proposed project.
- **Section 3 – CEQA Findings in Support of Categorical Exemptions**, identifies the applicable exemptions along with supporting justification for using this exemption.

An Appendix (Appendix A) provides the technical analysis that supports the findings that the proposed project will not lead to any environmental impacts. Pursuant to the CEQA Guidelines, a CE may be filed if the City of South Gate, in its capacity as the Lead Agency, determines that a proposed action or project is exempt from CEQA. According to the CEQA Guidelines, a CE must contain the following information:

- A brief description of the project;
- The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map);
- A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt;
- A brief statement of reasons to support the finding; and,
- The applicant’s name.²

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¹ CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).
² Ibid., (Section 15300).
This CE provides a description of the proposed project, indicates the applicable sections of CEQA that support the findings for the CEQA exemption, and discusses the Lead Agency’s findings that are applicable to the proposed project. This CE represents the independent judgment and position of the City of South Gate, acting as the Lead Agency. The Applicant for the proposed project is Newport Property Ventures, Inc, 3585 Cadillac Avenue, Costa Mesa, California, 92626. An environmental assessment is provided in Appendix A that includes an environmental analysis of key issue areas to support the conclusion that the proposed project will not result in any significant environmental impacts associated with the proposed project’s implementation.

The preparers of this document, Blodgett Baylosis Environmental Planning (BBEP), determined that a Notice of Exemption is appropriate based on the findings contained herein. The analysis further determined that the project is categorically exempt and qualifies for a Class 32 Infill Development Project (CEQA Guidelines §15332). The Class 32 exemption consists of projects characterized as infill developments that meet the following conditions:3

- The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations;
- The proposed undertaking will occur within the City limits on a project site of not more than five acres that is substantially surrounded by urban uses;
- The project site has no value as habitat for endangered, rare, or threatened species;
- The approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and,
- The site can be adequately served by all required utilities and public services.

2. Project Location

The proposed project site is located in the City of South Gate, an incorporated community that is part of the Gateway Cities region in southeastern Los Angeles County. South Gate is located approximately 7 miles southeast of Downtown Los Angeles, 14.3 miles north of the Ports of Los Angeles and Long Beach, and 13.3 miles east of the Los Angeles International Airport. The City of South Gate is bounded by Huntington Park, Cudahy and Bell Gardens to the north, Downey to the east, Lynwood and Paramount to the south, and Compton to the west. Regional access to the City of South Gate is provided by two major highways: the Long Beach Freeway (Interstate 710), which extends in a north to south orientation through the City of South Gate less than a mile east of the project site, and Century Freeway (Interstate 105) extending in an east to west orientation approximately one mile south of the City's southern boundary. The location of South Gate, in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2.

The address of the proposed project includes 10136 Adella Avenue in the City of South Gate. The proposed project site is located in the southeastern portion of the City. The applicable Assessor’s Parcel Number is 6221-026-020. Vehicular access to the project would be provided by a driveway connection with Legacy Lane and a driveway connection with Adella Avenue. The location of South Gate, in a regional context, is shown in Exhibit 1. A citywide map is provided in Exhibit 2. The address of the proposed project includes 10136 Adella Avenue. A local map is provided in Exhibit 3.

3 CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Section 153332.
Exhibit 1
Regional Map
Source: Blodgett Baylossis Environmental Planning
EXHIBIT 2
CITYWIDE MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
EXHIBIT 3
VICINITY MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
Note: Buildings shown within the parcel boundary have been removed, and the proposed project site is currently vacant.

EXHIBIT 4 
AERIAL MAP
SOURCE: GOOGLE MAPS
3. ENVIRONMENTAL SETTING

The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has since been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). An aerial photograph of the project site is provided in Exhibit 4. The surrounding land uses include the following:

- **North of the Site:** Legacy Lane extends along the north side of the project site. Further north, on the north side of Legacy Lane, is a large vacant property that is part of the International Studies Learning Center Middle School (ISLCMS). This area is being used by the nearby school as athletic fields.4

- **South of the Site:** A Southern California Edison transmission corridor abuts the project’s south property line. Eleven residential lots about the SCE corridor. The existing homes have frontage on Aldrich Road.5

- **West of the Site:** Adella Avenue intersects with Legacy Lane at the northwest corner of the site and extends along the project site’s west side. A portion of the ISLCMS property is located on the west side of this segment of Adella Avenue.6 K-rails extend from the southeast corner of the site across Adella Avenue blocking vehicular traffic from the residential neighborhood to the south.

- **East of the Site:** Smaller and older industrial uses are located to the west of the proposed project site. The current occupant is Right Way Express, Inc. (10111 Burtis Street). The Los Angeles River is located further west. The river channel is not visible from the project site due to a berm that extends along the channel.7

4. PROJECT DESCRIPTION

The project site consists of 2.02 acres (87,991 square feet) and would involve the construction and occupancy of 78 residential apartment units. The key elements of the proposed project are described below.

- **Site Plan.** As indicated previously, the proposed project site has a total land area of 87,991 square feet or 2.02 acres. The 78 rentals units will be located in two, four level buildings that will extend along the south side of Legacy Lane. The two new buildings will be referred to as Building A and Building B. Surface parking will be provided along the buildings’ south and east sides with access to the parking area provided by a driveway connection with Legacy Lane in the northeast corner of the site and Adella Avenue in the southwest corner.8

- **Building A.** This building will be located in the northwest corner of the site. This building will contain a total of 39 apartment units. Of this total, 21 units would be one-bedroom units and 18 units would be two-bedroom units. Building A will also include a community room, laundry room on the first floor, two rooftop community patios on the third floor and another two rooftop community patios on the fourth floor.9

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5 Ibid.
6 Ibid.
7 Ibid.
9 Ibid.
Building B. This building will be located near the northeast corner of the site, east of Building A. This building will contain a total of 39 apartment units. Of this total, 20 units would be one-bedroom units and 19 units would be two-bedroom units. Building B will also include a leasing office, fitness room, laundry room, on the first floor, two rooftop community patios on the third floor and another two rooftop community patios on the fourth floor.10

Apartment Units. As indicated previously, the proposed project will contain 78 apartment units within Building A and Building B. Of this total, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Each individual rental unit will include a living room, kitchen/dining area, and a bathroom. Five percent of the units (4 units) will be reserved for very low-income households.11

Development Characteristics. The 78 units will be included in the two, four level structures. The proposed project’s floor area ratio (FAR) will be 1.86 (the base maximum permitted FAR is 2.0).12 As indicated previously, the proposed project site has a total land area of 87,991 square feet or 2.02 acres. The proposed project’s total floor area will be 105,150 square feet. The proposed project’s development density will be 40 units per acre. The maximum building height of the two buildings will be 47 feet (the maximum permitted height is 50 feet).13

Circulation & Access. Vehicular access to the proposed project site would be provided by two driveways. The first driveway connection is located on the east side of Adella Avenue. The second driveway is located in the northeast corner of the proposed project site and would connect with the south side of Legacy Lane. Both driveways and the drive aisle that extends along the site’s east and south sides are 26-feet wide.14

Parking. Vehicular parking spaces will be provided along the east and south sides of the project site. The proposed project will provide a total of 114 parking spaces. Of this total, 91 spaces would be standard spaces and 23 spaces would be compact spaces. The proposed project would also provide 5 ADA spaces along with 11 spaces for electric vehicle parking/charging. Finally, a total of 16 bicycle racks will be provided.15

Landscaping & Open Space. Landscaping would be provided along the proposed project’s street frontages with Adella Avenue and Legacy Lane and around the proposed new buildings. Landscaping will total 17,598 square feet of land area and would account for 20% of the total lot area. The project does not include any private open space, only common open space. The project Applicants will be required to obtain a waiver for the private open space requirement as part of their affordable housing agreement.16

The site plan for the proposed project is provided in Exhibit 4. The proposed building elevations are provided in Exhibit 5.

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11 Ibid.

12 The floor area ratio (FAR) is simply the ratio of a building’s total floor area to the total site area on which the building is located. For example a 10,000 square foot building located on a 20,000 square foot lot has a FAR of 0.50.


14 Ibid.

15 Ibid.

16 Ibid.
EXHIBIT 5
BUILDING ELEVATIONS
SOURCE: GONZALES GOODALE ARCHITECTS
EXHIBIT 6
SITE PLAN
SOURCE: GONZALES GOODALE ARCHITECTS
5. **CEQA FINDINGS IN SUPPORT OF THIS CATEGORICAL EXEMPTION**

The City of South Gate determined, following a preliminary evaluation of the proposed project, that the proposed project would not result in any significant effects on the environment. This finding is supported by the analysis provided in the remainder of this section and in the appendices. The City of South Gate makes the following findings in support of the Class 32 Infill Exemption (refer to CEQA Guidelines §15332): 17

- *The project is consistent with the applicable General Plan designation and all applicable General Plan policies as well as with applicable zoning designation and regulations.*

  The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The corresponding analysis is provided herein in Appendix A, Land Use and Planning.

- *The approval of the proposed project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*

  The proposed project consists of 78 rental units. The projected peak hour trips will be under the amount the Los Angeles County Congestion Management Program (CMP). The number of trips that will be created by the proposed project will be less than the number which would typically be created by a conventional manufacturing use. The proposed infill development will also translate into a reduction in the number of vehicle miles traveled (VMT). The proposed residential project will not generate excessive operational or roadway impacts that could affect sensitive receptors. The corresponding analysis is provided herein in Appendix A, Air Quality, Noise, and Transportation.

- *The site can be adequately served by all required utilities and public services.*

  The City’s utility providers are aware of the project and concluded that the project’s demand for utility services such as waste, water, sewage, and electricity could be accommodated without the expansion or construction of new facilities other than those needed to serve the project site itself. The Los Angeles County Fire Department and the South Gate Police Department has reviewed the project application and provided development requirements that the Applicant must adhere to. The corresponding analysis is provided herein in Appendix A, Public Services and Utilities.

Furthermore, the City of South Gate makes the following additional findings in support of a CEQA exemption for the proposed project.

- *The proposed project will be limited to the project site and no dislocation of off-site structural improvements will be required to accommodate the proposed project.*

  The project’s implementation will be restricted to the project site and no off-site improvements other that those required to serve the project, will be required. The corresponding analysis is provided herein in Appendix A, Utilities.

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17 CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions. (Section 15332).
● The project site does not contain any sensitive environmental resources.

The site was formerly developed and occupied as a metal fabrication facility that was demolished. The surrounding area is urbanized. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on-site during the field investigations. The site’s utility as a habitat is further constrained by the on-site disturbance and the surrounding development. The corresponding analysis is provided herein in Appendix A, Biological Resources.

● The project site is located within an urbanizing area of the City of South Gate. No scenic resources or scenic corridors will be affected by the proposed project.

The project site was previously developed and the surrounding parcels are currently developed. The project site is primarily surrounded by urban uses. No natural or sensitive habitats are located within or adjacent to the property. As a result, the project will not result in any impacts to sensitive visual resources in the area. The corresponding analysis is provided herein in Appendix A, Aesthetics.

● The project site is not located within an area, nor does it include a site, the Department of Toxic Substances Control (DTSC) and the Secretary for Environmental Protection has identified as being affected by hazardous wastes.

The project site is not located on the California Department of Toxic Substances Control’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). The corresponding analysis is provided herein in Appendix A, Hazards and Hazardous Materials.

● The proposed project will not result in any adverse impacts on historic resources.

The proposed project site is currently undeveloped though it was formerly occupied by a steel fabrication plant that has been demolished. A review of the U.S. National Park Service’s National Register of Historic Places and the State registrar indicated that there are no Federal- or State-recognized historic structures or sites located within the project site. The corresponding analysis is provided herein in Appendix A, Cultural Resources.

● The proposed development will not require any review by a State trustee or responsible agency.

No State trustee and responsible agencies are required as part of this project’s environmental review.

Based on the analysis provided in this Notice of Exemption, the project meets and complies with the conditions and requirements of CEQA Guidelines Section 15332 (Class 32 Infill Exemption) and will not have any significant environmental impacts.
APPENDIX A

ENVIRONMENTAL ANALYSIS & CHECKLIST
## AESTHETICS

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Except as provided in Public Resources Code Section 21099, would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Discussion of Findings

**A.** The project would involve the construction and occupancy of 78 residential apartment units. Of this total number, 42 units will be one-bedroom units and 36 units will be two-bedroom units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation is *Industrial Flex (IF)*. Legacy Lane extends along the north side of the project site. Further north, on the north side of Legacy Lane, is a large vacant property that is part of the International Studies Learning Center Middle School (ISLCMS). This area is being used as athletic fields. Residential uses are located along the south side of the project site. These existing homes have frontage on Aldrich Road. A portion of the ISLCMS property is located on the west side of this segment of Legacy Lane. Finally, smaller and older industrial uses are located to the west of the proposed project site. The current occupant is Right Way Express, Inc. (10111 Burtis Street). The Los Angeles River is located further west. The river channel is not visible from the project site due to a berm that extends along the west side of the river channel. The views from the project site are dominated by urban development in the surrounding area. The new development will be an improvement over the industrial buildings that formerly occupied the project site. As a result, no impacts will occur.

**B.** According to the California Department of Transportation, none of the streets located adjacent to the proposed project site (Adella Avenue or Legacy Lane) are designated scenic highways and there are no state or county designated scenic highways in the vicinity of the project site. According to the California Department of Transportation (Caltrans), the nearby section of Interstate 710 is not a designated scenic highway and there are no State or County designated scenic highways adjacent to the project site. The project site is vacant and undeveloped, with no scenic resources including trees or rock outcroppings that would be affected by the proposed project. In addition, the site does not contain any
buildings listed in the State or National registrar. Lastly, the project site does not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.

C. There are no protected views in the vicinity of the City and the City does not contain any scenic vistas. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The proposed project is generally consistent with the site’s Zoning and General Plan designation. In addition, the City does not have any zoning regulations or other regulations governing scenic quality. As a result, no impacts will occur.

D. The nearest light sensitive receptors to the propose project site include the residential uses located south of the SCE transmission corridor. No light sensitive land uses are located in the area. Project-related sources of nighttime light would include street lights, security lighting, and vehicular headlights. The proposed project will not expose any sensitive receptors to daytime or nighttime light trespass since the project will be in conformance with the light regulations described in Title 7, Chapter 7.45 Light Emissions which prohibits the shining of light into nearby light sensitive uses. As a result, the impacts will be less than significant.

Sources

Blodgett Baylosis Environmental Planning. Site Survey. The survey was conducted on April 17, 2020.

Agriculture & Forestry Resources

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code section §12220(g)), timberland (as defined by Public Resources Code section §4526), or timberland zoned Timberland Production (as defined by Government Code section §51104(g))?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). According to the California Department of Conservation, the project site contains areas of Farmland of Statewide Importance. Even though the site is vacant (it was formerly occupied by an industrial use), no agricultural uses are located onsite or in the area. Since the implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts would occur.

B. The project site is currently zoned as Industrial Flex (IF). The property was formerly developed as an industrial use. There are currently no agricultural uses located within the site that would be affected by the project’s implementation. According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract. As a result, no impacts on existing Williamson Act Contracts will result from the proposed project’s implementation.

C. The project site is located in the midst of an urbanized area and no forest lands are located within the site. While the site is vacant, it was formerly occupied by a manufacturing use. Furthermore, the site’s existing zoning designation does not contemplate forest land uses. As a result, no impacts will result.
D. No forest lands are located within the project site within adjacent properties. As a result, no loss or conversion of forest lands to urban uses will result from the proposed project’s implementation.

E. The project would not result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farm land or forest land. As a result, no farmland conversion impacts will result from the implementation of the proposed project.

**Sources**

Blodgett Baylosis Environmental Planning. *Site Survey*. The survey was conducted on April 17, 2020.


City of South Gate Municipal Code. *Title 11 – Zoning, Chapter 11.21 (Land Use Types)*, Table 11.21-3 Allowed Land Uses, Urban Mixed-Use Zones
APPENDIX A
CATEGORICAL EXEMPTION • CITY OF SOUTH GATE
LEGACY APARTMENTS • 10136 ADELLA AVENUE

AIR QUALITY

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project conflict with or obstruct implementation of the applicable air quality plan?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project violate any air quality standard or contribute substantially to result in a cumulative considerable net increase in an existing or projected air quality violation?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Would the project expose sensitive receptors to substantial pollutant concentrations?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF) allows residential uses. The project site is located within the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the SCAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable District rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. The proposed project is consistent with the City of South Gate General Plan and Zoning Ordinance.

The proposed project’s long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in Appendix B where the long-term stationary and mobile emissions for the proposed project are summarized in CalEEMod computer models. In addition, the project’s construction emissions would be below the thresholds of significance established by the SCAQMD (the project’s construction emissions are also summarized in Appendix B). As a result, the potential impacts are will be less than significant.

B. According to the SCAQMD, any project is significant if it triggers or exceeds the most appropriate evaluation criteria. The project’s construction period is expected to last approximately 15 months and would include site preparation, grading, erection of the new mixed-use development, and the finishing of the project (e.g., painting, landscaping, paving of parking area). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2016.3.2). As shown in Table A-1, daily construction emissions will not exceed the SCAQMD significance thresholds.
### Appendix A

**Categorical Exemption • City of South Gate Legacy Apartments • 10136 Adella Avenue**

#### Table A-1

**Estimated Daily Construction Emissions**

<table>
<thead>
<tr>
<th>Construction Phase</th>
<th>ROG</th>
<th>NO₂</th>
<th>CO</th>
<th>SO₂</th>
<th>PM_{10}</th>
<th>PM_{2.5}</th>
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</thead>
<tbody>
<tr>
<td>Demolition (on-site)</td>
<td>1.99</td>
<td>19.69</td>
<td>14.49</td>
<td>0.02</td>
<td>1.04</td>
<td>0.97</td>
</tr>
<tr>
<td>Demolition (off-site)</td>
<td>0.05</td>
<td>0.03</td>
<td>0.48</td>
<td>--</td>
<td>0.14</td>
<td>0.03</td>
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<tr>
<td><strong>Total Demolition</strong></td>
<td><strong>2.04</strong></td>
<td><strong>19.72</strong></td>
<td><strong>14.97</strong></td>
<td><strong>0.02</strong></td>
<td><strong>1.18</strong></td>
<td><strong>1.00</strong></td>
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<td>Site Preparation (on-site)</td>
<td>1.54</td>
<td>18.28</td>
<td>10.74</td>
<td>0.02</td>
<td>0.74</td>
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<tr>
<td>Site Preparation (off-site)</td>
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<td>0.02</td>
<td>0.30</td>
<td>--</td>
<td>0.09</td>
<td>0.02</td>
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<tr>
<td><strong>Total Site Preparation</strong></td>
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<td><strong>18.30</strong></td>
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<td><strong>0.02</strong></td>
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<td><strong>0.67</strong></td>
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<tr>
<td>Grading (on-site)</td>
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<td>20.2</td>
<td>9.67</td>
<td>0.02</td>
<td>3.29</td>
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<td>Grading (off-site)</td>
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<td>0.02</td>
<td>0.37</td>
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<td>0.11</td>
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<tr>
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<td><strong>0.02</strong></td>
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<td>Building Construction (on-site)</td>
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<td>14.56</td>
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<tr>
<td>Building Construction (off-site)</td>
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<td>--</td>
<td>0.68</td>
<td>0.18</td>
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<tr>
<td><strong>Total Building Construction</strong></td>
<td><strong>2.29</strong></td>
<td><strong>16.93</strong></td>
<td><strong>16.85</strong></td>
<td><strong>0.02</strong></td>
<td><strong>3.49</strong></td>
<td><strong>2.96</strong></td>
</tr>
<tr>
<td>Paving (on-site)</td>
<td>1.06</td>
<td>10.64</td>
<td>11.77</td>
<td>0.01</td>
<td>0.58</td>
<td>0.53</td>
</tr>
<tr>
<td>Paving (off-site)</td>
<td>0.06</td>
<td>0.04</td>
<td>0.56</td>
<td>--</td>
<td>--</td>
<td>0.04</td>
</tr>
<tr>
<td><strong>Total Paving</strong></td>
<td><strong>1.12</strong></td>
<td><strong>10.68</strong></td>
<td><strong>12.33</strong></td>
<td><strong>0.01</strong></td>
<td><strong>0.58</strong></td>
<td><strong>0.57</strong></td>
</tr>
<tr>
<td>Architectural Coatings (on-site)</td>
<td>13.98</td>
<td>1.52</td>
<td>1.81</td>
<td>--</td>
<td>0.09</td>
<td>0.09</td>
</tr>
<tr>
<td>Architectural Coatings (off-site)</td>
<td>0.04</td>
<td>0.03</td>
<td>0.41</td>
<td>--</td>
<td>0.12</td>
<td>0.03</td>
</tr>
<tr>
<td><strong>Total Architectural Coatings</strong></td>
<td><strong>14.02</strong></td>
<td><strong>1.55</strong></td>
<td><strong>2.22</strong></td>
<td><strong>--</strong></td>
<td><strong>0.21</strong></td>
<td><strong>0.12</strong></td>
</tr>
<tr>
<td><strong>Maximum Daily Emissions</strong></td>
<td><strong>16.33</strong></td>
<td><strong>27.63</strong></td>
<td><strong>29.19</strong></td>
<td><strong>0.05</strong></td>
<td><strong>3.40</strong></td>
<td><strong>7.16</strong></td>
</tr>
<tr>
<td><strong>Daily Thresholds</strong></td>
<td>75</td>
<td>100</td>
<td>550</td>
<td>150</td>
<td>150</td>
<td>55</td>
</tr>
</tbody>
</table>

Source: CalEEMod V. 2016.3.2.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V. 2016.3.2 computer model. Table A-2 depicts the estimated operational emissions generated by the proposed project.

#### Table A-2

**Estimated Operational Emissions in lbs/day**

<table>
<thead>
<tr>
<th>Emission Source</th>
<th>ROG</th>
<th>NO₂</th>
<th>CO</th>
<th>SO₂</th>
<th>PM_{10}</th>
<th>PM_{2.5}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area-wide (lbs/day)</td>
<td>22.52</td>
<td>1.69</td>
<td>46.10</td>
<td>0.10</td>
<td>5.99</td>
<td>5.99</td>
</tr>
<tr>
<td>Energy (lbs/day)</td>
<td>0.03</td>
<td>0.32</td>
<td>0.13</td>
<td>--</td>
<td>0.02</td>
<td>0.02</td>
</tr>
<tr>
<td>Mobile (lbs/day)</td>
<td>0.97</td>
<td>4.97</td>
<td>12.99</td>
<td>0.04</td>
<td>4.09</td>
<td>1.12</td>
</tr>
<tr>
<td><strong>Total (lbs/day)</strong></td>
<td><strong>23.52</strong></td>
<td><strong>6.98</strong></td>
<td><strong>59.13</strong></td>
<td><strong>0.14</strong></td>
<td><strong>10.10</strong></td>
<td><strong>7.13</strong></td>
</tr>
<tr>
<td><strong>Daily Thresholds</strong></td>
<td>55</td>
<td>55</td>
<td>550</td>
<td>150</td>
<td>150</td>
<td>55</td>
</tr>
</tbody>
</table>

Source: CalEEMod 2016.3.2.

As indicated in Table A-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for Ozone and particulates, the contractors will be required to ensure that the grading and building contractors adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of...
fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures. Therefore, less than significant impacts will occur.

C. According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. Sensitive receptors are shown in Exhibit A-1. Legacy Lane extends along the north side of the project site. Further north, on the north side of Legacy Lane, is a large vacant property that is part of the International Studies Learning Center Middle School (ISLCMS). This area is being used as athletic fields. Residential uses are located along the south side of the project site, to the south of the existing SCE easement. These existing homes have frontage on Aldrich Road. A portion of the ISLCMS property is located on the west side of this segment of Legacy Lane. Finally, smaller and older industrial uses are located to the west of the proposed project site. The current occupant is Right Way Express, Inc. (10111 Burtis Street). The Los Angeles River is located further west. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The proposed project is a sensitive receptor. As a result, no impacts will occur.

D. The proposed residential development will not generate any odors that would affect surrounding development. As a result, no impacts are anticipated.

Sources

Blodgett Baylosis Environmental Planning. Site Survey. The survey was conducted on April 17, 2020.

Blodgett Baylosis Environmental Planning. Calculation of Air Emissions (The computer model, California Emission Estimator Model Version 2016.3.1[CalEEMod], developed by the California Air Resources Board was used in the analysis). Please Note: The computer work sheets are included in Appendix A.


United States Census Bureau. State & County QuickFacts, South Gate (city), California.
EXHIBIT A-1
SENSITIVE RECEPTORS
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
BIOLOGICAL RESOURCES

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project, either directly or through habitat modifications, have a substantial adverse effect 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 Wildlife or U.S. Fish and Wildlife Service?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Would the project have a substantial adverse effect on State or Federally protected wetlands as defined (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Would the project interfere substantially with the movement of any native resident or migratory fish, wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). Multifamily homes are a permitted use in the IF zoning district. Given the site’s disturbed character, the proposed project is not expected to have an impact on wildlife which may inhabit or traverse the adjacent developed properties. The site’s utility as a habitat is constrained by the presence of an adjacent roadways and the surrounding development that is present on-site and in the surrounding areas. As a result, no impacts are anticipated.

B. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present within the project site. The nearest wetland to the project site is the Los Angeles River which is concrete lined and used for flood control.

X8 This conclusion is supported by the field survey of the proposed project site and the surrounding areas. In addition, there is no riparian habitat located on-site or in the surrounding areas. No off-site

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riverine areas will be affected by the proposed development since the project’s construction will be limited to the project site. As a result, no impacts are anticipated.

C. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. While the site is currently undeveloped, it was formerly occupied by a metal fabrication plant. As a result, no impacts are anticipated.

D. There are no areas of natural open space or areas of significant biological value within or adjacent to the proposed project site. Furthermore, the construction of the project will not require the removal or trimming of trees. There are no trees located within the proposed project site. In addition, there are no bodies of water located within the project site that could provide a habitat for migratory birds. Therefore, the proposed project will not infringe upon any bodies of water or habitats. The project site does not function as a migratory corridor for the movement of native or migratory animals. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent roadways further limit the project site’s utility as a migration corridor. The proposed project will not affect wildlife migration in the area or otherwise impede the use of native wildlife nursery sites. As a result, no impacts will occur.

E. There are no sensitive habitats located onsite or with the adjacent properties. Although the proposed project site is currently vacant and undeveloped, the site was formerly occupied by a metal fabrication plant that has since been demolished. In addition, the surrounding area is highly urbanized. The site’s utility as a species habitat is constrained by the presence of the adjacent roadways, the SCE transmission corridor and the surrounding development. As a result, no impacts would occur.

F. The proposed project’s implementation would not be in conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans. As a result no impacts are anticipated.

SOURCES

Blodgett Baylosis Environmental Planning. Site Survey. The survey was conducted on April 17, 2020.

Refer to Exhibit 6 included on Page 13. South Gate General Plan 2035. Chapter 6 Green City, Conservation and Enhancement of Natural and Biological Resources.

CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). Historic structures and sites are defined by local, State, and Federal criteria. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The proposed project site is presently vacant and undeveloped. The site is not present on any local historic list or the list of historic resources identified by the State Office of Historic Preservation (SHPO). Since the project’s implementation will not impact any Federal, State, or locally designated historic resources, no impacts will occur.

B. Although the proposed project site is currently vacant and undeveloped, the surrounding area is urbanized. The site was formerly occupied by an industrial use (a metal fabrication facility) that has been demolished. No significant impacts related to archaeological or historical resources is anticipated and no further investigations are recommended for the proposed project site. As a result, no impacts will occur.

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C. There are no dedicated cemeteries located within the vicinity of the project site. No new construction will occur. Since no grading will occur, no impacts are anticipated.

**Sources**

Blodgett Baylosis Environmental Planning. *Site Survey*. The survey was conducted on April 17, 2020.

California Department of Parks and Recreation. *California Historical Resources*. [http://ohp.parks.ca.gov/ListedResources](http://ohp.parks.ca.gov/ListedResources).


ENERGY

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy, resources, during project construction or operation?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The proposed project is anticipated to consume 1,540 kWh of electricity and 1,330 cubic feet of natural gas on a daily basis. The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. With this standard condition, the impact will be less than significant.

B. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ design measures to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The new tenant improvements, including the electrical upgrades, will conform to all state and local building code and lighting regulations. As a result, the potential impacts will be less than significant.

Sources

**GEOLOGY & SOILS**

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Would the project result in substantial soil erosion or the loss of topsoil?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Discussion of Findings**

A. The City of South Gate is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of South Gate is not on the list. According to the California Department of Conservation, the City of South Gate is not located within an Alquist-Priolo Fault Zone. Even though the City is not on the list, there are known faults within proximity to the City. The biggest threat to both the City and the project site is the Newport Inglewood Fault, located approximately five miles southwest of the City. Other nearby significant faults include the Whittier and Palos Verdes faults. The potential impacts related to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area. The project site is located in an area that is at an elevated risk for liquefaction. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The risk of liquefaction is no greater for the project site than the rest of the area. In addition, compliance with
the most recent State and Local building codes will minimize potential impacts related to liquefaction. Lastly, the project site is not at risk for landslides and is at no greater risk for ground shaking, fault rupture, and liquefaction than the rest of the area. In addition, the proposed project would not include any subterranean parking. All of the parking would consist of surface parking which will further reduce the potential risk. Therefore, the impacts are expected to be less than significant. According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. The risk for liquefaction is no greater on-site than it is for the region. As a result, the potential impacts in regard to liquefaction and landslides are less than significant.

B. According to the soil mapping data prepared by the University of California, Davis, the project site is underlain with soils belonging to the Urban Land-Huenene, drained-San Emigdio complex (0 – 2% slope). “Urban land” refers to soils that are and mostly covered by streets, parking lots, buildings, and other structures of urban areas. The Hueneme-San Emigdio group are generally alluvial soils resulting from stream deposition. In general, these soils are somewhat poorly drained. Soils belonging to this soils association have a moderate to high wind erosion risk, although construction activities (paving and the installation of lights and fencing) and the placement of “permanent vegetative cover” will reduce the soil’s erosion risk. These soils are described as being used almost exclusively for urban development, as evident by the current level of development present within the surrounding areas.\(^{21}\) As a result, the potential impacts are considered to be less than significant.

C. The site’s development will not result in soil erosion since the project’s contractors must implement the construction best management practices (BMPs) identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is level and is not located within an area that could be subject to landslides or liquefaction. As a result, the potential impacts are will be less than significant.

D. The soils that underlie the project site are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. Soils with higher clay composition will be more prone to shrinking and swelling. According to the U.C. Davis Soils Web, clay is not present in the composition of Urban Land-Huenene, drained-San Emigdio complex (0 – 2% slope). As a result, no impacts related to expansive soils are anticipated.

E. No septic tanks will be used as part of the proposed project implementation. The proposed project will connect to the City’s sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project’s implementation.

F. The surface deposits in the proposed project area are composed entirely of younger Quaternary Alluvium because of the Los Angeles River. This younger Quaternary Alluvium is unlikely to contain significant vertebrate fossils, at least in the uppermost layers. The very limited and shallow excavations associated with the proposed project’s construction, are not likely to uncover significant vertebrate fossil remains. As a result, no impacts will occur.

SOURCES

California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.


Environmental Issue Areas Examined | Potentially Significant Impact | Less Than Significant Impact With Mitigation | Less Than Significant Impact | No Impact
---|---|---|---|---
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | X | |

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

**Discussion of Findings**

A. The project would involve the construction and occupancy of 78 residential apartment units. Greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere, are emitted by both natural processes and human activities. Examples of GHG include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. These emissions were calculated using the computer model CalEEMod V.2016.3.1. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 10,000 MTCO₂E per year for industrial projects. Table A-3 summarizes annual greenhouse gas (CO₂E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouse gases in a common and collective unit. As indicated in Table A-3, the operational emissions total CO₂E for the project is 7,665.92 pounds per day or 3.06 MTCO₂E per day which is below the threshold for residential projects (refer to Table A-3 and Appendix B).

| GHG Emissions Inventory |
|---|---|---|---|---|
| Source | CO₂ | CH₄ | N₂O | CO₂E |
| Construction Phase - Demolition | 2,322.71 | 0.59 | -- | 2,337.56 |
| Construction Phase - Site Preparation | 2,372.88 | 0.76 | -- | 2,392.06 |
| Construction Phase - Grading | 1,995.61 | 0.64 | -- | 2,011.74 |
| Construction Phase - Construction | 2,228.93 | 0.45 | -- | 2,300.19 |
| Construction Phase - Paving | 1,709.44 | 0.54 | -- | 1,722.05 |
| Construction Phase - Coatings | 281.44 | 0.01 | -- | 281.93 |
| Long-term Area Emissions | 2,146.20 | 2.19 | 0.04 | 2,215.73 |
| Long-term Energy Emissions | 410.79 | -- | -- | 410.79 |
| Long-term Mobile Emissions | 5,031.18 | 0.23 | -- | 5,036.96 |
| Total Long-term Emissions | 7,588.17 | 2.42 | 0.04 | 7,665.92 |

Source: CalEEMod V.2016.3.2.

22 The CalEEMod Air Quality Worksheets are provided in Appendix B.
This figure (3.06 MTCO₂E) does not take into account the implementation of Low Impact Development (LID) requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to Transportation Demand Management (TDM) requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. For this reason, the project’s use of trip reduction incentives (the use of alternative forms of transportation, the installation of electric vehicle charging stations and bicycle racks, and other TDM measures will be important). The project is also an infill development within an urban area. Therefore, the project’s GHG impacts are less than significant.

B. The South Gate General Plan established objectives, policies and implementation actions to reduce greenhouse gases by encouraging the use of alternative energy sources, reducing vehicle miles traveled, conserving parks/open space, developing public education programs emphasizing green building practices and promoting innovative approaches to reduce harmful impacts to the atmosphere. The implementation of the proposed project will not conflict with the policies outlined in the Green City Element of the General Plan. The project will involve the reuse of an existing urban property and “infill development” is seen as an important strategy in reducing regional GHG emissions. The potential impacts are less than significant given the project’s minor GHG emissions and its conformity with state and local goals of promoting infill development. Therefore, the potential impacts are considered to be less than significant.

Sources

Blodgett Baylosis Environmental Planning. Calculation of Air Emissions (The computer model, California Emission Estimator Model Version 2016.3.1. [CalEEMod], developed by the California Air Resources Board was used in the analysis).

## HAZARDS & HAZARDOUS MATERIALS

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f) Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

## Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. Given the residential nature of the proposed development, the use of any hazardous materials will be limited to those that are commercially available and typically used for routine cleaning and maintenance. The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As a result, no impacts will result.

The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of *Industrial Flex (IF)*. A Phase I Environmental Site Assessment (ESA) for the project site has been prepared and is dated January 18, 2019. The results of the investigation indicated that the site historically consisted of vacant land that was partially occupied by a horse track in the 1930s and 1940’s. Between the 1950’s and early 2000’s, the site has been occupied by an industrial steel-fabrication facility. Industrial operations at the facility included steel cutting, welding, punching, and painting. Underground storage tanks (USTs) containing gasoline were removed from the Site in 1991. The Site was not in operation at the time of the Phase I ESA.
APPENDIX A
CATEGORICAL EXEMPTION ● CITY OF SOUTH GATE
LEGACY APARTMENTS ● 10136 ADELLA AVENUE

Historic Site operations have included an industrial steel-fabrication facility that performed steel cutting, welding, punching and painting operations from the 1950s through the early 2000s. Hazardous materials have historically been stored, generated, and handled at the site and have included oils and other petroleum products, solvents, and gasoline stored in USTs. Environmental investigations previously performed at the Site in the 1990s related to the removal and closure of the gasoline USTs and other operations have indicated the presence of residual petroleum hydrocarbon contamination in soil and elevated levels of lead in soil at the site. However, environmental investigations have not been conducted in other areas of the site including the waste oil storage area, the former maintenance area, and areas with spills observed during the site reconnaissance. Long-term operation of the site as a steel-fabrication facility is a land use reasonably associated with the potential release of lead, petroleum and other volatile contaminants and/or other hazardous materials.

Two former USTs used for the storage of gasoline, one 10,000-gallon and one 2,000-gallon, were removed from the site in 1991. Approximately 330.5 cubic yards of impacted soil were excavated and removed from the Site at that time. Based on environmental investigations conducted between 1992 and 1995 to determine the extent of impacts to soil and groundwater related to releases from the USTs consultants concluded that hydrocarbon-impacted soils had been largely removed and that groundwater contaminant concentrations appeared to be diminishing. Regulatory closure was provided by the Regional Water Quality Control Board – Los Angeles Region (RWQCB) on September 6, 1996 based on these findings. The Phase I ESA also identified the possibility that asbestos containing materials (ACMs) and lead based paints (LBP) are potentially present in building materials within the structures due to the age of the structures. Based on the results of the Phase I ESA performed by Northgate dated January 18, 2019, Northgate recommended that a Phase II ESA be performed to update and further define the current extent of soil, soil vapor, and groundwater impacts related to the historic industrial steel-fabrication operations at the site.

Based on the results of the concrete samples, approximately 194 tons of concrete was removed from the site and transported to Peck Road and Gravel in Monrovia, California. The balance of the concrete was crushed on site for reuse. The elevated concentrations of lead and cobalt were detected across portions of the property are likely due to former use as a steel fabrication facility. Based on the results of the investigation, it is estimated that approximately 5,100 cubic yards of lead-impacted soil are present at the site. The lead impacts were primarily located in the surface soils to depths of approximately 1.5 feet below the ground surface (bgs) although deeper impacts were noted in isolated areas (Table 5 and Figures 6 and 7). At approximately 3 feet bgs, lead impacted soils exceeded the residential screening criteria in three areas: in the vicinity of the historic steel fabrication areas in the central portion of the site, in the former work shop area located along the southern border of the site, and by the southern portion of the former shop building. At approximately 5 feet below the ground surface (bgs), lead impacted soil exceeded the residential screening levels in the vicinity of the historic steel fabrication areas in the central portion of the site and east of the former USTs along the southern border of the site. Concentrations of lead increased with depth however, borings advanced in this area were met with refusal indicating the potential presence of a subgrade structure. The results of the soluble threshold limit concentration (STLC), toxicity characteristic leaching procedures (TCLP), and total threshold limit concentration (TTLC) analyses were used to estimate the volumes of lead impacted soil within the classifications of hazardous waste for disposal during future redevelopment activities at the site. Approximately 3,900 cubic yards of lead-impacted soil is classified as California (non-RCRA) hazardous waste and approximately 1,000 cubic yards of soil is classified as RCRA-hazardous waste. The remaining approximately 200 cubic yards is classified as non-hazardous waste.
There were several fuel-related volatile organic chemicals (VOCs) detected in soil vapor near the former hazardous waste storage area next to Adella Avenue and along the southern property near the SCE easement associated with former USTs and shop/storage areas. However, all concentrations were low and well below current screening levels. PCE was detected beneath the solvent storage area, the former UST area, the former workshop area, and the hazardous materials storage area. PCE concentrations were relatively low and below current screening levels. However, the screening levels are currently being revised to lower values. It is anticipated that PCE concentrations beneath the solvent storage area, the former workshop area, and the hazardous materials storage area will exceed the new proposed levels scheduled to be published prior to the end of 2019. Based on the results of the Phase II ESA, a State-certified regulatory agency was recommended to review the Phase II ESA reporting, provide comments, and work jointly towards a remedial approach, the development of a remedial plan, and regulatory closure of the site. Given the relatively straight-forward approach to remediation of the site (excavation and removal of impacted soil) the environmental consultant (Northgate) recommended that the Los Angeles County Fire Department – Site Mitigation Unit (SMU) as an appropriate oversight agency. Northgate has approached the SMU and the Site has been put on a waiting list for oversight. In the interim, Northgate recommended the following:

- Conduct a backhoe excavation in the vicinity HA8 where lead is present at depth and boring refusal was encountered to determine what structure is below the surface and the vertical extent of lead in this area;
- Work with Kemp. Bros to better understand the proposed development configuration and how that will dovetail with remedial activities;
- Develop risk-based clean-up goals (for worker and groundwater protection) for lead that may be left in place that exceeds residential SLs; and
- Prepare remedial planning documents in conformance with SMUs corrective action guidance.

**B. The Cortese List**, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. A search of the Hazardous Waste and Substances Site List website was completed to identify whether the Planning Area is listed in the database as a Cortese site. The project site is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. Five Cortese sites are located in the City including the following:

- Firestone Parcel 1B (2525 E. Firestone Boulevard);
- Firestone Parcel 3N (8809 Calden Avenue);
- Firestone Parcel 3S (2405 Southern Avenue);
- Los Angeles Chemical Company (4545 Ardine Street); and,
- Firestone Engle Southern Parcel (8440 Alameda Street).

The construction and subsequent occupancy of the proposed residential development implementation would not create a significant hazard to the public or the environment or result in reasonably
foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As a result, no impacts will result.

C. The International Studies Learning Center Middle School (ISLCMS). This area is currently being used as athletic fields. Residential uses are located south of the project site. These existing homes have frontage on Aldrich Road. A portion of the ISLCMS property is located on the west side of this segment of Legacy Lane. The Legacy Apartments are a residential use and will not create a hazard to any local school. The hazardous chemicals that will be used correspond to those that would be commonly used in a household setting and used for routine maintenance and cleaning. As a result, no impacts are anticipated.

D. The Cortese List, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site. Therefore, no impacts will occur.

E. The project site is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest airport to the site is the Compton-Woodley Airport located approximately 5.1 miles southwest of the project site. The project will not introduce a structure that will interfere with the approach and take off of airplanes utilizing any regional airports. As a result, the proposed project will not result in a safety hazard for people residing or working in the City and no impacts will occur.

F. At no time will any adjacent streets be completely closed to traffic. As a result, no impacts are associated with the proposed project’s implementation.

G. The project site is not located within a “very high fire hazard severity zone.” As a result, no impacts will result.

SOURCES

Blodgett Baylosis Environmental Planning. Site Survey. The survey was conducted on April 17, 2020.

United States Environmental Protection Agency. Envirofacts Database, Multisystem Search. www.epa.gov/envirofw/

California, State of, Department of Toxic Substances Control, DTSC’s Hazardous Waste and Substances Site List - Site Cleanup Cortese List, 2020.


CalEPA. Cortese List Data Resources. http://www.calepa.ca.gov/sitecleanup/corteselist/
**HYDROLOGY & WATER QUALITY**

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Findings**

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of *Industrial Flex (IF)*. Title 6 – Health and Sanitation, Chapter 6.67 – Storm Drains of the City of South Gate Municipal Code regulates the discharge of stormwater within the City. According to the aforementioned chapter, the project Applicant shall submit a low impact development (LID) plan to the department of community development prior to the submittal of an application for the first planning or building approval for a new planning priority project development project. The LID plan shall include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bio-retention and/or rainfall harvest and use. The project applicant shall prepare a LID plan which implements set LID standards and practices for stormwater pollution mitigation and provides documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the City. The existing surface pavement will be removed to accommodate the proposed project, thereby exposing barren earth and soil. Adherence to the construction BMPs identified in the Low Impact Development (LID) will reduce potential construction related impacts to levels that are less than significant. The implementation of the proposed project will not result in a violation in water quality.
standards or discharge requirements because the project Applicant will be required to implement the construction and operational Best Management Practices (BMPs) identified in the mandatory LID plan. As a result, the potential impacts are considered to be less than significant.

B. The project site is located within the Central Basin Pressure Area of the Central Groundwater Basin. The area is overlain by the Downey Plain and gently slopes to the south. The following description of the geology and hydrogeology is based on Bulletin 104 by the Department of Water Resources. Regionally, the geology of the Central Basin Pressure Area from youngest to oldest consists of the Recent Alluvium, the Lakewood Formation and the San Pedro Formation. The Recent Alluvium is present over most of the Central Basin Pressure Area and includes the Semi Perched Aquifer, Bellflower Aquiclude, and the Gaspur Aquifer. The Lakewood Formation is present throughout the Central Basin Pressure Area and contains part of the Bellflower Aquiclude and the Artesia, Exposition, Gage and Gardena Aquifers. The San Pedro Formation is encountered throughout the Central Basin Pressure Area and includes the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside Aquifers. Locally, the upper Site hydrogeology from shallowest to deepest consists of the Semi Perched Aquifer, the Bellflower Aquiclude, and the Exposition Aquifer. The Exposition Aquifer ranges from approximately 80 to 100 feet beneath the site. Groundwater was encountered at a depth of approximately 35 feet bgs during an on-Site investigation. Native soil consisted of fine sands and silts above the water table and alternating layers of silty fine-grained, silt, and fine-grained sand in the saturated zone. No new direct construction-related impacts to groundwater supplies, or groundwater recharge activities would occur. Furthermore, the construction and post-construction BMPs will address contaminants of concern from excess runoff, thereby preventing the contamination of local groundwater. As a result, no impacts will occur.

C. The project’s construction will be restricted to the designated project site and the project will not alter the course of any stream or river that would lead to on- or off-site siltation or erosion. No additional undisturbed land will be affected. As a result, no impacts will result.

D. According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of South Gate, the proposed project site is located in Zone X. Properties in Zone X are by definition outside the 500-year flood zone and protected by levees from 100-year. The project is not in an area subject to flood hazard. The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 15 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. As a result, the potential impacts will be less than significant.

E. Once constructed, the project will not introduce polluted runoff into the existing storm drain system. In addition, the project will not create excess runoff that will exceed the capacity of the existing storm water drainage system. The project contractors will be required to implement operational BMPs identified in the mandatory LID plan. These operational BMPs will reduce the amount of stormwater runoff discharged into the streets. Furthermore, the contractors must adhere to the construction BMPs identified in the mandatory LID plan. Implementation of the previously mentioned BMPs will reduce potential impacts to levels that are less than significant.

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23 A seiche is a standing wave in an enclosed or partially enclosed body of water such as a bay, lake or reservoir. A seiche is most often cause by seismic activity or strong winds.
SOURCES

Blodgett Baylosis Environmental Planning. *Site Survey*. The survey was conducted on April 17, 2020.


City of Paramount. *Final Environmental Impact Report [for the] City of Paramount General Plan Update*. August 2007. The authors of this initial study compiled this information as part of the City’s General Plan Update. Paramount is located south and adjacent to South Gate.
## Land Use & Planning

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project physically divide an established community?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Discussion of Findings

**A.** The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of *Industrial Flex (IF)* which allow multi-family residences as a permitted use. The applicable land use designations are shown in Exhibit A-2. Legacy Lane extends along the north side of the project site. Further north, on the north side of Legacy Lane, is a large vacant property that is part of the International Studies Learning Center Middle School (ISLCMS). This area is being used as athletic fields. Residential uses are located along the south side of the project site. These existing homes have frontage on Aldrich Road. A portion of the ISLCMS property is located on the west side of this segment of Legacy Lane. Finally, smaller and older industrial uses are located to the west of the proposed project site. This issue is specifically concerned with the expansion of an inconsistent land use into an established neighborhood. The proposed project will be confined within the project site’s boundaries. The granting of the requested entitlements will not result in any expansion of the use beyond the current boundaries. As a result, the project will not lead to any division of an existing established neighborhood and no impacts will occur.

**B.** The proposed use is permitted by right within the proposed project site. No zone change or general plan amendment will be required to implement the proposed project. As a result, no impacts will occur.

### Sources

Blodgett Baylosis Environmental Planning. *Site Survey*. The survey was conducted on April 17, 2020.

EXHIBIT A-2
TWEEDY BLVD. SPECIFIC PLAN LAND USE DESIGNATIONS
SOURCE: BLODGEIT BAYLOSSIS ENVIRONMENTAL PLANNING
### Mineral Resources

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
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<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

#### Discussion of Findings

**A.** The project site is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. A review of California Division of Oil, Gas, and Geothermal Resources well finder indicates that there are no wells located within the project site. As indicated previously, the site is vacant though it was previously occupied by a metal fabrication facility. In addition, there are no active mineral extraction activities occurring on-site or on adjacent properties. As a result, no impacts to mineral resources will occur.

**B.** As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the project site. Moreover, the proposed project will not interfere with any resource extraction activity. Therefore, no impacts will result from the implementation of the proposed project.

### Sources

Blodgett Baylosis Environmental Planning. *Site Survey.* The survey was conducted on April 17, 2020.


California Department of Conservation. *San Gabriel Valley P-C Region Showing*
APPENDIX A
CATEGORICAL EXEMPTION • CITY OF SOUTH GATE
LEGACY APARTMENTS • 10136 DELLA AVENUE

NOISE

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
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<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?</td>
<td></td>
<td></td>
<td>X</td>
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</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The proposed residential land use is a noise sensitive land use. Legacy Lane extends along the north side of the project site. Further north, on the north side of Legacy Lane, is a large vacant property that is part of the International Studies Learning Center Middle School (ISLCMS). This area is being used as athletic fields. Residential uses are located along the south of the SCE transmission corridor that abuts the south boundary of the project site. These existing homes have frontage on Aldrich Road. A portion of the ISLCMS property is located on the west side of this segment of Legacy Lane. Because of the proposed project’s residential character, the proposed project will not expose sensitive receptors to excessive noise levels. As a result, the potential impacts are less than significant.

B. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. Compliance with the City’s noise control requirements will minimize any potential noise impacts to levels considered to be less than significant. In addition, the number of trips that will be generated by the proposed project will not be enough to result in a doubling of traffic volumes. A doubling of traffic volumes usually results in an increase of 3-5 dBA. As a result, the potential impacts would be less than significant.

SOURCES


Blodgett Baylosis Environmental Planning, *Site Survey*. The survey was conducted on April 17, 2020.
Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given that the majority of the units will consist of one and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- **New development in an area presently undeveloped and economic factors which may influence development.** The project site was previously developed. The site is currently being developed as a 78 unit apartment complex.

- **Extension of roadways and other transportation facilities.** The project site is currently developed. No new roadways will be required to accommodate the proposed project.

- **Extension of infrastructure and other improvements.** The project site was previously developed and the existing infrastructure can accommodate the proposed infill development.

- **Major off-site public projects (treatment plants, etc.).** The project’s increase in demand for services can be accommodated without the construction or expansion of new public facilities including landfills, water treatment plants, or wastewater treatment plants.

- **The removal of housing requiring replacement housing elsewhere.** The project site was previously developed with industrial uses and there are no housing units located on-site. Since no housing units are located onsite, no replacement housing will be required.

- **Additional population growth leading to increased demand for goods and services.** The project will result in a limited increase in population. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given that the majority of the units will consist of one- and two-bedroom...
units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one bedroom units and 4 persons per unit for the 37 two bedroom units, the total potential population could be as high as 230 persons.

- **Short-term growth-inducing impacts related to the project’s construction.** The project will result in temporary employment though this increase can be accommodated by the existing local labor pool.

The proposed project will not result in the expansion of urban development into an undeveloped area leading to unplanned growth. Therefore, no impacts will result.

**B.** No housing units will be displaced as a result of the proposed project’s implementation. Therefore, no housing displacement impacts will result.

**SOURCES**

Blodgett Baylossis Environmental Planning. *Site Survey.* The survey was conducted on April 17, 2020.


United States Census Bureau. *Quickfacts.* https://www.census.gov/quickfacts/table/
**PUBLIC SERVICES**

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
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<th>No Impact</th>
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</thead>
<tbody>
<tr>
<td>a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in fire protection services?</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in police protection services?</td>
<td>X</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in school services?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in other public facilities?</td>
<td>X</td>
<td></td>
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</tbody>
</table>

**Discussion of Findings**

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given that the majority of the units will consist of one- and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The City of South Gate contracts with the Los Angeles County Fire Department for fire protection and emergency services. The residential development, once occupied, will be periodically inspected by the Los Angeles County Fire Department. In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and et cetera. With this review, the impacts will be less than significant.
B. Law enforcement services in South Gate are provided by the South Gate Police Department. The proposed multiple-family residential development will potentially result in an incremental increase in the demand for law enforcement services. The Police Department is located in the Civic Center complex. The proposed 78 unit residential project would only place an incremental demand on police protection services since the project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. The building and layout design of the residential development would include crime prevention features, such as nighttime security lighting and secure parking facilities. To ensure the proposed residential project elements adhere to the City’s security requirements, the City of South Gate Police Department will review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review. Adherence to the abovementioned requirement will reduce potential impacts to levels that are less than significant.

C. The project site is located within the service boundaries of the Los Angeles Unified School District (LAUSD) and the proposed 78 units that will be constructed will contribute to overall school enrollments. The proposed residential development will include 42 one-bedroom units and 36 two-bedroom units. There is a potential for 14 students based on the following LAUSD student generation rates:

- **42 one-bedroom units** (0.0573 elementary students/unit; 0.0289 middle school students/unit; and 0.0289 high school students/unit) will result in 2 elementary school students, 1 middle school student, and 1 high school student.

- **36 two-bedroom units** (0.113 elementary students/unit; 0.076 middle school students/unit; and 0.082 high school students/unit) will result in 4 elementary school students, 3 middle school students, and 3 high school students.

Based on the LAUSD student enrollment rates, the 78 unit development will potentially result in 6 new elementary students, 4 new middle school students, and 4 new high school students. Pursuant to SB-50, payment of fees to the applicable school district is considered full mitigation for project-related impacts. The proposed project’s school enrollment impacts will be off-set by the school fees that will be paid by the developer and as a result, less than significant impacts will occur.

D. No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. As a result, less than significant impacts are anticipated.
### RECREATION

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

#### Discussion of Findings

**A.** The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given that the majority of the units will consist of one and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). The City of South Gate Parks and Recreation Department operates nine parks and recreation facilities throughout the City. The proposed project involves the construction of a 78 unit apartment development. The proposed residential development will include 42 one-bedroom units and 36 two-bedroom units. The payment of all pertinent park development fees will reduce potential impacts to parks and recreational facilities to levels that are less than significant.

**B.** As previously indicated, the implementation of the proposed project would not affect any existing parks and recreational facilities in the City. The nearby athletic fields are being used by the adjacent school. The payment of all pertinent park development fees will reduce potential impacts to parks and recreational facilities to levels that are less than significant.
TRANSPORTATION & CIRCULATION

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(2)?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Would the project result in inadequate emergency access?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Discussion of Findings

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given that the majority of the units will consist of one and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons. The proposed project site’s applicable Zoning and General Plan land use designation of Industrial Flex (IF). Vehicular access to the proposed project site would be provided by two driveways. The first driveway connection is located on the east side of Adella Avenue. The second driveway is located in the northeast corner of the proposed project site and would connect with the south side of Legacy Lane. Both driveways and the drive aisle that extends along the site’s east and south sides are 26-feet wide. Vehicular parking spaces will be provided along the east and south sides of the project site. The proposed project will provide a total of 114 parking spaces. Of this total, 91 spaces would be standard spaces and 23 spaces would be compact spaces. The proposed project would also provide 5 ADA spaces along with 11 spaces for electric vehicle parking/charging. Finally, a total of 16 bicycle racks will be provided.

The proposed project is a proposal to construct 78 multiple-family units. The project’s trip generation was estimated using trip generation rates derived from the Institute of Transportation Engineer’s (ITE) 10th Edition Trip Generation Handbook. The project’s daily trips are presented in Table A-4. As shown in Table A-4, the project is anticipated to generate approximately 424 trips per day, with 28 trips occurring during the morning (AM) peak hour and 34 trips occurring during the evening (PM) peak hour.
Table A-4
Project Trip Generation

<table>
<thead>
<tr>
<th>Description/Variable</th>
<th>Average Daily Trips</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
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<tr>
<td></td>
<td></td>
<td>5.44 trips/unit</td>
<td>0.36 trips/unit</td>
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<tr>
<td>ITE Trip Rates for the Proposed Project (Multi-Family Residential – ITE Code 220)</td>
<td>Traffic Generation</td>
<td>424 trips/day</td>
<td>28 AM trips</td>
</tr>
</tbody>
</table>

The nearest CMP arterial monitoring intersection to the project site is on Atlantic Avenue and Firestone Boulevard located approximately 1.2-miles from the site. Based on the project trip generation and the distance of this CMP location from the study intersections, it is not expected that 50 or more new trips per hour would be added to this location. Therefore, no further analysis of potential CMP impacts is required. As a result, the potential impacts are less than significant when considering the proposed residential development will replace a previous industrial use. The project’s construction and occupation will not result in a loss of pedestrian facilities since all sidewalks that would be affected by the project’s construction would be replaced. In addition, the project will not preclude the use of public transit stops as no stops will be relocated or eliminated. As a result, the potential impacts are considered to be less than significant.

B. According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. The proposed project site is less than ½ mile from Atlantic Avenue. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The proposed use will occupy a developed site. The project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC). As a result, the potential impacts are considered to be less than significant.

C. The proposed project is not a transportation project. As a result, no impacts on this issue will result.

D. The proposed project will not expose future residents to dangerous intersections or sharp curves and the proposed project will not introduce incompatible equipment or vehicles to the adjacent roads. Adequate gap time and sight distance is available along Legacy Lane and Adella Avenue. As a result, the potential impacts will be less than significant.

E. The project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. Adella Avenue will continue to remain closed to traffic. As a result, the proposed project’s implementation will not result in any impacts.
### TRIBAL CULTURAL RESOURCES

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 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). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a 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?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Discussion of Findings

**A.** The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given the majority of the units will consist of one and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons. A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
● A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

● Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the local tribes. The Lead Agency and/or applicant shall, in good faith, consult with the local tribes throughout the life of the project.

No impacts on this issue will occur given the degree of site disturbance.
**Utilities & Service Systems**

<table>
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<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Would the project 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 telecommunication facilities, the construction or relocation of which could cause significant environmental impacts?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e) Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f) Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Discussion of Findings**

A. The project would involve the construction and occupancy of 78 residential apartment units. The project site is located on a vacant property that was formerly occupied by a steel fabrication facility that has been demolished. Assuming an average household size of 4.15 persons per unit, the proposed project would potentially result in 324 new residents. This is likely a high number given the majority of the units will consist of one and two-bedroom units. Of the 78 total units, 41 units would be one-bedroom units and 37 units would be two-bedroom units. Assuming 2 persons per unit for 41 one-bedroom units and 4 persons per unit for the 37 two-bedroom units, the total potential population could be as high as 230 persons.

The future residential development (78 units) is anticipated to consume approximately 19,500 gallons of water on a daily basis. This water consumption rate assumes a rate of 250 gallons per day, per unit. The proposed project will be required to use water efficient fixtures and appliances. The County Sanitation Districts of Los Angeles County also treats wastewater from the City of South Gate. Local sewer lines are maintained by the City of South Gate, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP
APPENDIX A
CATEGORICAL EXEMPTION ● CITY OF SOUTH GATE
LEGACY APARTMENTS ● 10136 DELLA AVENUE

has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The future residential development contemplated under the proposed project (78 units) is anticipated to generate approximately 14,040 gallons of effluent daily. This effluent generation assumes a rate of 180 gallons per day, per unit. No new off-site treatment facilities will be required to meet the projected demand. As a result, the potential impacts are less than significant.

B. According to the City’s General Plan, the City of South Gate uses groundwater from City wells as its primary source. The total capacity of both active and stand-by wells is 32.97 million gallons per day (MGD). The City’s average daily demand is 9.32 mgd, while the City’s maximum demand is 16.78 mgd. The future residential development (78 units) is anticipated to consume approximately 19,500 gallons of water on a daily basis. This water consumption rate assumes a rate of 250 gallons per day, per unit. The proposed project will be required to use water efficient fixtures and appliances. As a result, the potential impacts are less than significant.

C. The wastewater generated in the project area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. The future residential development contemplated under the proposed project (78 units) is anticipated to generate approximately 14,040 gallons of effluent daily. This effluent generation assumes a rate of 180 gallons per day, per unit. No new off-site treatment facilities will be required to meet the projected demand. As a result, the potential impacts are less than significant.

D. Waste Management contracts with the City of South Gate to provide waste collection service. Waste generated within the City of South Gate is taken to the following facilities: El Sobrante Landfill, Bradley Landfill, or the South Gate transfer station. The El Sobrante Landfill is a Class-III landfill that currently accepts up to 70,000 tons per week. The proposed project is anticipated to generate 976 pounds of solid waste per day. The impacts are considered to be less than significant since the amount of waste that is projected to be generated is within the permitted capacity of the aforementioned facilities.

E. The proposed project, like all other development in the City of South Gate, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

F. The proposed project, like all other development in the City, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.
## WILDFIRE

<table>
<thead>
<tr>
<th>Environmental Issue Areas Examined</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant Impact With Mitigation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Would the project require the installation of 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Would the project expose people or structure to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### Discussion of Findings

**A.** The project site is located in the midst of an urbanized area. Improved surface streets serve the project site and the surrounding area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

**B.** The project site is located in the midst of an urbanized area. The proposed project may be exposed to particulate emissions generated by wildland fires in the mountains (the site is located approximately 20 mile south and southwest of the San Gabriel and San Bernardino Mountains). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts will occur.

**C.** The project will not require the installation of maintenance of associated infrastructure. As a result, no impacts will occur.

**D.** There is no risk from wildfire within the project site or the surrounding area given the project site’s distance from any area that may be subject to a wildfire event. The surrounding areas are sparsely developed. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.
APPENDIX B
AIR QUALITY WORKSHEETS
### SGAT 030 - Legacy Apartments

**South Coast AQMD Air District, Summer**

#### 1.0 Project Characteristics

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
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</thead>
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<tr>
<td>Land Use</td>
<td>Apartments</td>
</tr>
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<td>Size</td>
<td>76,000 ft²</td>
</tr>
<tr>
<td>Metric</td>
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<td>Dwelling Unit</td>
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<td>Floor/Surface Area</td>
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<td>Population</td>
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#### 2.2 Other Project Characteristics

<table>
<thead>
<tr>
<th>Characteristics</th>
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<tbody>
<tr>
<td>Wind Speed (max)</td>
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<tr>
<td>Climate Zone</td>
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<td>CO₂ Intensity (LBS/MI)</td>
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<td>N₂O Intensity (LBS/MI)</td>
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<td>Precipitation Fez (Gage)</td>
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<td>Operational Year</td>
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#### 3. User Entered Comments & Non-Default Data

- **Construction Phase**: N/A
- **Area Mitigation**: Off-road Equipment Mitigation, Water Mitigation
- **Land Use - 324 Residents**: 10136 Adella Avenue

**Date**: 7/16/2020 3:56 PM
### 2.0 Emissions Summary

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## 2.1 Overall Construction (Maximum Daily Emission)

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### Mitigated Construction

<table>
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<tr>
<th>Year</th>
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<tr>
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<td>2024</td>
<td>16.3359</td>
<td>15.9459</td>
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### Table Notes
- **RCO**: Reactive Chemical Oxidant
- **NOx**: Nitric Oxide
- **CO**: Carbon Monoxide
- **SO2**: Sulfur Dioxide
- **PM10**: Particulate Matter 10 microns or less
- **PM2.5**: Particulate Matter 2.5 microns or less
- **Exhaust PM10**: Exhaust Particulate Matter 10 microns or less
- **Exhaust PM2.5**: Exhaust Particulate Matter 2.5 microns or less
- **Bio-CO**: Biogenic Carbon Oxide
- **Non-CO**: Non-Biogenic Carbon Oxide
- **Total CO2**: Total Carbon Dioxide
- **CH4**: Methane
- **N2O**: Nitrous Oxide

### Date
- 7/16/2021 3:56 PM
### Overall Operational

**Unmitigated Operational**

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<tr>
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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NOno-CO2</th>
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**Mitigated Operational**

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<th>CH4</th>
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<td>6990.3</td>
<td>59.2436</td>
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SGAT 030 - Legacy Apartments - South Coast AQMD Air District, Summer

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<th>CO</th>
<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
<th>NBio-CO2</th>
<th>Total CO2</th>
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3.0 Construction Detail

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Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 178,162; Residential Outdoor: 59,394; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

Architectural Coating (sqft)

OffRoad Equipment
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**Total Emissions:** 84.00

**Individual Counts:**
- Cement and Mortar Movers: 8.00
- Concrete and Industrial Goods: 16.00
- Gravel: 16.00
- Siltation: 24.00
- Seeding: 24.00
- Site Preparation: 24.00

**Total Emissions Breakdown:**
- Residential Construction: 84.00

**Site:** Adella Avenue
**Project:** Legacy Apartments
**City:** South Gate
### 3.1 Mitigation Measures Construction

**Water Exposed Area**

### 3.2 Demolition - 2021

**Unmitigated Construction On-Site**

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<td>HDT_Mix</td>
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<td>0.00</td>
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### Emissions Data

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### Appendix B

**Categorical Exemption ● City of South Gate**

**Legacy Apartments ● 10136 Adella Avenue**

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3.2 Demolition - 2021

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Mitigated Construction On-Site

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#### Mitigated Construction On-Site

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3.3 Site Preparation - 2021

**Mitigated Construction Off-Site**

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3.4 Grading - 2021

**Unmitigated Construction On-Site**

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Page 67
### 3.4 Grading - 2021

#### Unmitigated Construction Off-Site

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3.4 Grading - 2021
Mitigated Construction Off-Site

| Category   | ROG | NOx | CO  | SO2 | Fugitive PM10 | Exhaust PM10 | PM 10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------|-----|-----|-----|-----|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------|---------|----------|-----|-----|------|
| 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     | 0.0422 | 0.0074 | 0.3767 | 1.1100e-03 | 0.1118 | 8.2000e-04 | 0.0296 | 7.6000e-04 | 0.0304 | 110.7403 | 110.7403 | 2.9800e-03 | 110.8145 |
| Total      | 0.0422 | 0.0074 | 0.3767 | 1.1100e-03 | 0.1118 | 8.2000e-04 | 0.0296 | 7.6000e-04 | 0.0304 | 110.7403 | 110.7403 | 2.9800e-03 | 110.8145 |

3.5 Building Construction - 2021
Unmitigated Construction On-Site

| Category   | ROG  | NOx  | CO   | SO2  | Fugitive PM10 | Exhaust PM10 | PM 10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4  | N2O  | CO2e |
|------------|------|------|------|------|---------------|--------------|-------------|----------------|---------------|-------------|----------|---------|---------|----------|-----|------|------|
| Off-Road   | 2.0451 | 16.0275 | 14.5629 | 0.0250 | 0.8173 | 0.8173 | 0.7831 | 0.7831 | 2.288,935 | 5 | 2.288,935 | 5 | 0.4503 | 2,300,193 | 5 |
| Total      | 2.0451 | 16.0275 | 14.5629 | 0.0250 | 0.8173 | 0.8173 | 0.7831 | 0.7831 | 2.288,935 | 5 | 2.288,935 | 5 | 0.4503 | 2,300,193 | 5 |
### APPENDIX B

**Categorical Exemption ● City of South Gate**

**Legacy Apartments ● 10136 Adella Avenue**

#### 3.5 Building Construction - 2021

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### 3.5 Building Construction - 2021

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### Categorical Exemption

**Appendix B**

**Categorical Exemption - City of South Gate**

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**Page 10 of 27**
3.5 Building Construction - 2022

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3.6 Paving - 2021

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3.7 Architectural Coating - 2021

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### 3.7 Architectural Coating - 2021

#### Unmitigated Construction Off-Site

| Category      | 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 |
|---------------|-----|-----|-----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|----------|----------|-----|-----|------|
| Hauling       | 0.000 | 0.000 | 0.000 | 0.000 | 0.000         | 0.000        | 0.000     | 0.000         | 0.000        | 0.000      | 0.000   | 0.000   | 0.000    | 0.000 | 0.000 | 0.000 |
| Vendor        | 0.000 | 0.000 | 0.000 | 0.000 | 0.000         | 0.000        | 0.000     | 0.000         | 0.000        | 0.000      | 0.000   | 0.000   | 0.000    | 0.000 | 0.000 | 0.000 |
| Worker        | 0.0464 | 0.0001 | 0.4144 | 1.2200e-003 | 0.1230 | 9.1000e-004 | 0.1239 | 0.0326 | 8.3000e-004 | 0.0334 | 121.8144 | 121.8144 | 3.2800e-003 | 121.8963 |
| Total         | 0.0464 | 0.0001 | 0.4144 | 1.2200e-003 | 0.1230 | 9.1000e-004 | 0.1239 | 0.0326 | 8.3000e-004 | 0.0334 | 121.8144 | 121.8144 | 3.2800e-003 | 121.8963 |

#### Mitigated Construction On-Site

| Category   | 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 |
|------------|-----|-----|-----|-----|---------------|--------------|------------|---------------|--------------|------------|----------|---------|----------|----------|-----|-----|------|
| Archt. Coating | 13.7686 | 0.000 | 0.000 | 0.000 | 0.000        | 0.000        | 0.000     | 0.000         | 0.000        | 0.000      | 0.000   | 0.000   | 0.000    | 0.000 | 0.000 | 0.000 |
| OffRoad    | 0.2189 | 1.5268 | 1.8176 | 2.9700e-003 | 0.0941 | 0.0941           | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 281.4461 | 281.4461 | 0.0193 | 281.9309 |
| Total      | 13.9835 | 1.5268 | 1.8176 | 2.9700e-003 | 0.0941 | 0.0941           | 0.0941 | 0.0941 | 0.0941 | 0.0941 | 281.4461 | 281.4461 | 0.0193 | 281.9309 |
3.7 Architectural Coating - 2021
Mitigated Construction Off-Site

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<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>Total CO2</th>
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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile
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5.1 Mitigation Measures Energy

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<th>Exhaust PM10</th>
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<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio-CO2</th>
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<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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</thead>
<tbody>
<tr>
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<td>0.1369</td>
<td>2.0500e-003</td>
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<td>0.0260</td>
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<td>613.2396</td>
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5.2 Energy by Land Use - Natural Gas

Unmitigated

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<th>Exhaust PM10</th>
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<tr>
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5.2 Energy by Land Use - NaturalGas

Mitigated

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6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior
Use Low VOC Paint - Residential Exterior
Use Low VOC Paint - Non-Residential Interior
Use Low VOC Paint - Non-Residential Exterior
### 6.2 Area by SubCategory

#### Unmitigated

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6.2 Area by SubCategory

Mitigated

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7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet
Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad
### 10.0 Stationary Equipment

#### Fire Pumps and Emergency Generators

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<th>Days/Year</th>
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#### Boilers

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#### User Defined Equipment

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### 11.0 Vegetation
ATTACHMENT G
PUBLIC NOTICE
CITY OF SOUTH GATE
PLANNING COMMISSION

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of South Gate will hold a public hearing to consider approval of a resolution recommending relief from specific development standards required by the South Gate Zoning Ordinance in the form of incentives and waivers. As permitted by Section 11.31.050 of the South Gate Municipal Code, incentives and waivers shall be adopted to maintain for no less 55 years, four units with rents affordable to Very Low Income households in the Legacy Apartments project located at 10130 Adella Avenue, South Gate, California.

The item will be heard at the upcoming Special Planning Commission meeting as follows:

DATE OF HEARING: Thursday, July 23, 2020
TIME OF HEARING: 7:00 pm
LOCATION OF HEARING: Members of the public wishing to observe the meeting may join through a Call-in Conference. For the updated Dial-In Number and Conference Code for the July 23rd Planning Commission meeting please visit the City’s website at www.cityofsouthgate.org/AgendaCenter.

PROJECT LOCATION: The project site is located at 10130 Adella Avenue.

PROJECT DESCRIPTION: As permitted by South Gate Municipal Code Section 11.31.050, the developer of Legacy Apartments is requesting relief from the following specific provisions of the South Gate Zoning Ordinance through the adoption of one incentive and four concessions or waivers.

Incentive: Allow four 2-bedroom units to be assigned one space per unit instead of the required two spaces. The four spaces will be designated as guest parking and may be used on trash collection days to facilitate pick up from the interior trash and recycling facilities. The total number of parking spaces will not be reduced. (SGMC 11.33.080)

Waivers:
- Eliminate Building Frontage Type Requirement (SGMC 11.23.080)
- Eliminate Private Open Space Requirements (SGMC 11.23.050)
- Replace required Outside Recycling Facilities with similar sized facilities within the Building (SGMC Section 11.25.080)

The relief described above will ensure that 5% of the units, 4 units in the Legacy Apartments complex, will be reserved for Very Low Income Households for a period of not less than 55 years. The Legacy Apartments complex will consist of two four-story courtyard buildings each with four rooftop plazas to be used by the residents as common open space. At grade parking will be provided along the south and east property line.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project. The Initial Study demonstrates that the proposed project qualifies for a Categorical Exemption under Section 15332 (Infill Exemption) of the California Environmental Quality Act (CEQA) Guidelines.

INVITATION TO BE HEARD: All interested persons are invited to the public hearing to be heard in favor of or in opposition to the proposed project or to provide comments. In addition, written comments may be submitted to the Community Development Department prior to the hearing. If you challenge the action taken on this proposal in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this Notice, or in written correspondence delivered to the City of South Gate prior to or at the public hearing. Those desiring a copy
of the staff report or further information related to this project should contact:

Contact: Candida Neal, Contract Planner or Erika Ramirez, Senior Planner  
Phone: 323-563-9526  
E-mail: cneal@sogate.org or eramirez@sogate.org  

Mailing Address: Community Development Department  
City of South Gate  
8650 California Avenue  
South Gate, CA 90280-3075

Joe Perez  
Community Development Director

ESPANOL  
Información en Español acerca de esta junta puede ser obtenida llamando al 323-563-9514

Dated: July 13, 2020
July 12, 2020

Candida Neal
Planning Consultant
City of South Gate – Community Development
8650 California Avenue
South Gate, CA 90280

RE: LEGACY APARTMENTS – 10136 ADELLA AVENUE
DEVELOPER RESPONSE TO THE CITY OF SOUTH GATE’S
ADMINISTRATIVE PLAN REVIEW-ZONING COMPLIANCE ANALYSIS

Dear Candida,

We first want to acknowledge and thank you and the other City staff members for the time that has already been dedicated to our Legacy Apartments project. We believe we have worked together with the City on the conceptual design of what will be become one of the finest multifamily projects within the City of South Gate. That being said, we are asking to use an incentive and ask for three concessions from the City as it relates to finalizing the design of our project.

SGMC Section 11.25.080 requires 1,248 sf of space for refuse and recycling facilities. Our project is proposing to dedicate 1,300 sf of area within the building to refuse and recycling facilities. Although this meets the space requirements, the City is also concerned with the transfer of bins to designated parking spaces on trash collection days. In order to alleviate this concern, we are proposing four parking stalls that are in close proximity to the refuse and recycling facilities be designated as guest parking. In order to still meet the City parking requirements. As we are providing 5% Affordable Housing within our project, we are entitled to one incentive as defined in California Government Code Section 65915. Therefore, we propose that the City accept our parking as an incentive to allow us to only assign 1 parking stall to four of our two-bedroom units, rather than the required 2 parking stalls per the SGMC.

That same SGMC Section 11.25.080 requires that recycling facilities be located outside of the buildings. Based on our design responding to other requirements within the SGMC, we are asking the City for a waiver to allow for similar required sized recycling facilities to be located within the buildings. Locating the recycling outside the building would reduce the area available for parking by 1,300 sf or approximately 7 parking spaces. This would have substantial financial impacts on our project.

SGMC Section 11.23.050 requires that the 50% of the units have a private open space area and a minimum of 36 sf with no dimension that is less than 6’. The code 11.23.050 also states open space must be dedicated to an individual unit and accessible directly from that unit. The city claims private open space is provided in the form of balconies, porches, patios, terraces or stoops. Assuming 50% of our project’s 78 units provide the dedicated open space to each unit, at least 1,404 sf of rentable space would have to be removed from our project. At the projected $31/sf of income, this would reduce the projected operating income by $43,524. In addition, we would see an increase in cost of $525,000 to add the balconies. These costs include the added framing, floor drains, plaster in-lieu of drywall.
including exterior walls, lids and two sides of rail wall, sheet metal and flashings, electrical and lighting, scupper/emergency drain, swinging door and sidelight, waterproofing/traffic coating, clean-up, general conditions and fee. Rather than ignore this requirement, we are actually providing more private open space than is required (1,448 sf), however this open space would be private to all of the residents of our project, not dedicated to individual units. We would ask the City for a waiver in allowing us to provide the private open space sf required in the manner that we have described above.

Finally, the City believes our Initial design for the building frontage does not comply with South Gate Municipal Code (SGMC) Section 11.23.080. As discussed with the City, the non-compliance with the SGMC is driven by other design requirements we are following as well as implementing the requested security for this project. These changes would require redesign and could make the project financially infeasible. We would ask the City for a waiver in accepting our street elevations and frontage as designed.

As stated above, we have enjoyed and are very appreciative of the City's efforts to date to get us to this point of the approval process. We appreciate your consideration of our proposals above and are available for any further questions/discussions.

Sincerely,

David W. Mossman
AZTEC MUSTANG, LLC
Developer on behalf of:

Owner: 10130, LLC