

## **NEGATIVE DECLARATION**

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**CONDITIONAL USE PERMIT (CUP) 840  
AMAZON INC. OFF-SITE PARKING LOT  
9208 ATLANTIC AVENUE  
SOUTH GATE, CALIFORNIA**



**LEAD AGENCY:**

**CITY OF SOUTH GATE  
COMMUNITY DEVELOPMENT DEPARTMENT  
8650 CALIFORNIA AVENUE  
SOUTH GATE, CALIFORNIA 90280**

**REPORT PREPARED BY:**

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING  
2211 SOUTH HACIENDA BOULEVARD, SUITE 107  
HACIENDA HEIGHTS, CALIFORNIA 91745**

**APRIL 29, 2020**

SGAT 029

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## NEGATIVE DECLARATION

**NAME:** Amazon Inc. Off-Site Parking Lot Categorical Exemption

**ADDRESS:** The site's legal address is 9208 Atlantic Avenue. The Assessor's Parcel Number is (APN) 6222-005-031.

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

**APPLICANT:** The Applicant for the proposed project is Richard Ludt, Internal Removal Services (IRS), 8900 Atlantic Avenue, South Gate California, 90280.

**PROJECT:** The City of South Gate is reviewing an application to develop a 5.79 acre site as a remote parking area for delivery vans and employee parking. The proposed project site is located at 9208 Atlantic Avenue, a vacant parcel that is located in two zoning districts. The eastern portion of the property is zoned as *Heavy Manufacturing (M3)* while the western portion is zoned as *Industrial Flex (IF)*. Located within the City of South Gate, the proposed project would include the construction of a parking lot, consisting of 396 parking spaces installed for the purpose of an off-site delivery van and van driver parking area for the nearby Amazon Inc. warehouse located on Rayo Avenue. Parking facilities are permitted by right in the M3 zoning district and require a conditional use permit to locate in the IF zoning district. The project site is located approximately 1/2 mile south of the intersection of Firestone Boulevard and Atlantic Avenue. Access to the project site is provided by a driveway connection on Rayo Avenue. The proposed parking lot is located approximately 500 feet southwest from the Amazon fulfillment center.

**FINDINGS:** The City of South Gate determined that a *Negative Declaration* is the appropriate California Environmental Quality Act (CEQA) document for the proposed project. The following findings may be made based on the analysis included in the attached initial study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the area.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

Signature

\_\_\_\_\_  
City of South Gate Community Development Department

\_\_\_\_\_  
Date

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## 1. PURPOSE & SCOPE OF THIS INITIAL STUDY

The City of South Gate, in its capacity as Lead Agency, is considering an application to develop a 5.79 acre (252,212 square-foot) land area. The proposed project site is located at 9208 Atlantic Avenue, a vacant parcel with split zoning. The eastern portion of the site is zoned as *Heavy Manufacturing (M3)* and the western portion is zoned as *Industrial Flex (IF)*. The proposed project would include the construction of a parking lot, consisting of 396 parking spaces installed for the purpose of an off-site delivery van parking area for an Amazon Inc. last-mile distribution center located on Rayo Avenue. The project site is located approximately one half mile south of the intersection at Firestone Boulevard and Atlantic Avenue, with access to the project site provided by a driveway connection on Rayo Avenue. The Applicant for the proposed project is Internal Removal Services (IRS), Mr. Richard Ludt, (323-357-6900), 8900 Atlantic Avenue, South Gate, California 90280.

As part of the proposed project's environmental review, the City of South Gate authorized the preparation of this Initial Study.<sup>1</sup> The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of South Gate with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

While this Initial Study and Negative Declaration (IS/ND) 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. A 20-day public review period will be provided to allow reviewing agencies and the public to comment on the proposed project and the findings of this Initial Study.<sup>2</sup> Questions and/or comments should be submitted to the following contact person:

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

This environmental document and all comments received shall be a part of the Environmental Record and review of the project.

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<sup>1</sup> Ibid. (CEQA Guidelines) § 15050.

<sup>2</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 200. *Chapter 2.6, Section 2109(b).*  
<sup>2</sup> California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 200. *Chapter 2.6, Section 2109(b).*  
2000.

## 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 proposed project site is located at 9208 Atlantic Avenue, approximately half a mile south of the intersection at Firestone Boulevard and Atlantic Avenue. Driveway access to the project and construction site is provided by a driveway connection on Rayo Avenue. A local zoning map is provided in Exhibit 3, and the conceptual site plans are shown in Exhibit 4.

## 3. PROJECT DESCRIPTION

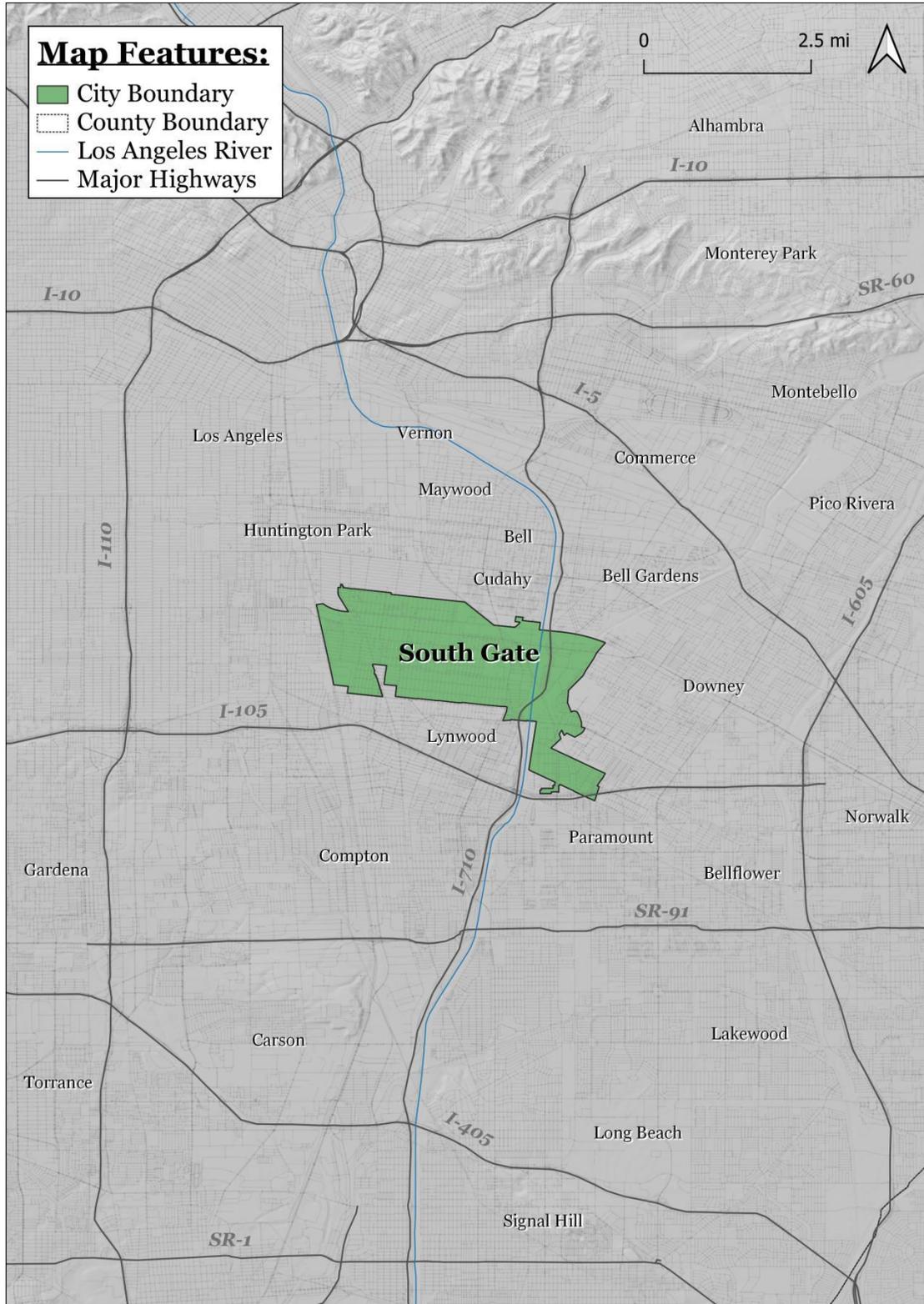
The proposed project involves the construction of an off-site delivery van parking area for a nearby Amazon Inc. warehouse located at 9208 Atlantic Avenue. The site plan is shown in Exhibit 4. The project elements are described below:<sup>6</sup>

- *Project Site.* The proposed project site is located at 9208 Atlantic Avenue, on a vacant parcel that is currently zoned as *Industrial Flex (IF)* and *Heavy Manufacturing (M3)* development within the City of South Gate. A zoning map is provided in Exhibit 3. This property has a total land area of 5.79 acres (252,212 square feet).
- *Proposed Land Use.* The proposed land development would include the construction of a parking lot, consisting of 396 parking spaces installed for the purpose of an off-site delivery van parking area for a nearby Amazon Inc. warehouse located on Rayo Avenue.
- *Operational Characteristics.* The parking area will be exclusively used for the parking of the contractor's delivery vans and their personal vehicles. Once the contractors arrive to work, they will park their personal vehicles in their designated parking spaces, and will then drive their delivery vans to the main Amazon Inc. warehouse located across the street for loading.
- *Access and Circulation.* Construction, maintenance and utility access to the project site will be provided by a main driveway connection on Rayo Avenue. A second driveway connection with Atlantic Avenue will be used for emergency access only. The internal drive aisles will be 30 feet wide to accommodate two lanes of traffic.

The conceptual site plans are shown in Exhibit 4.

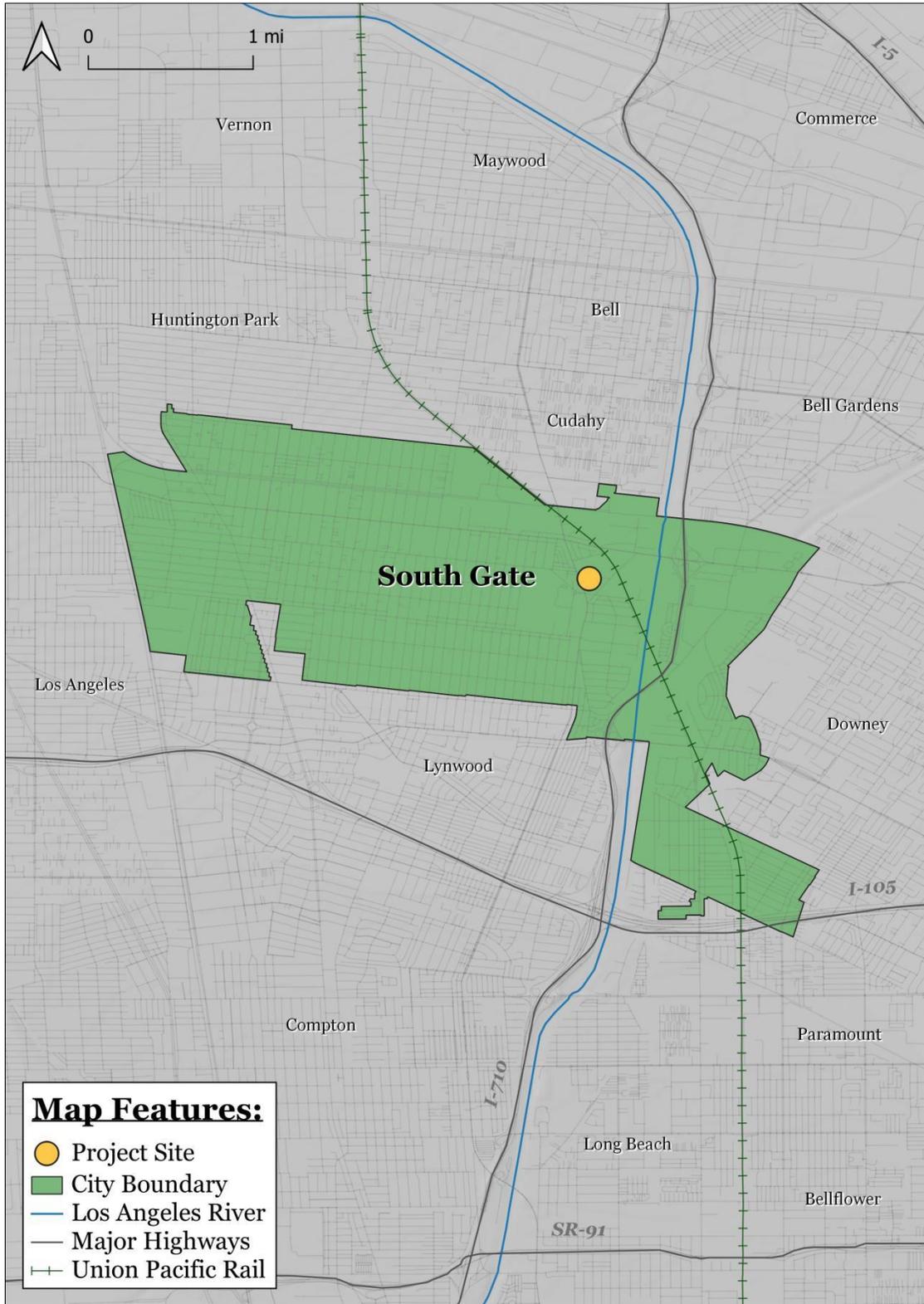
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<sup>2</sup> CEQA Guidelines California Code of Regulations, Title 14, Division 6, Chapter 3, Article 19. Categorical Exemptions.



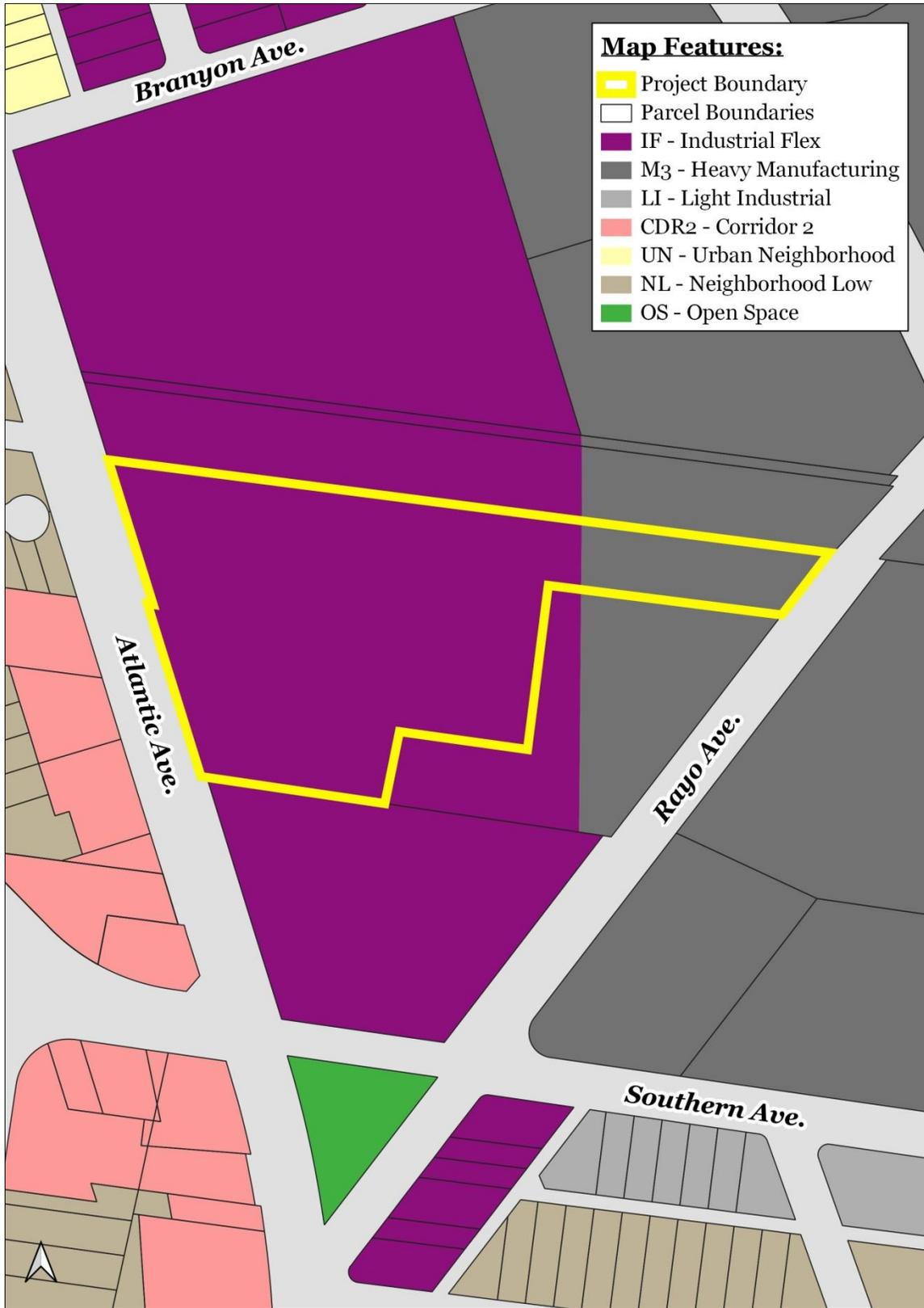
**EXHIBIT 1**  
**REGIONAL MAP**

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



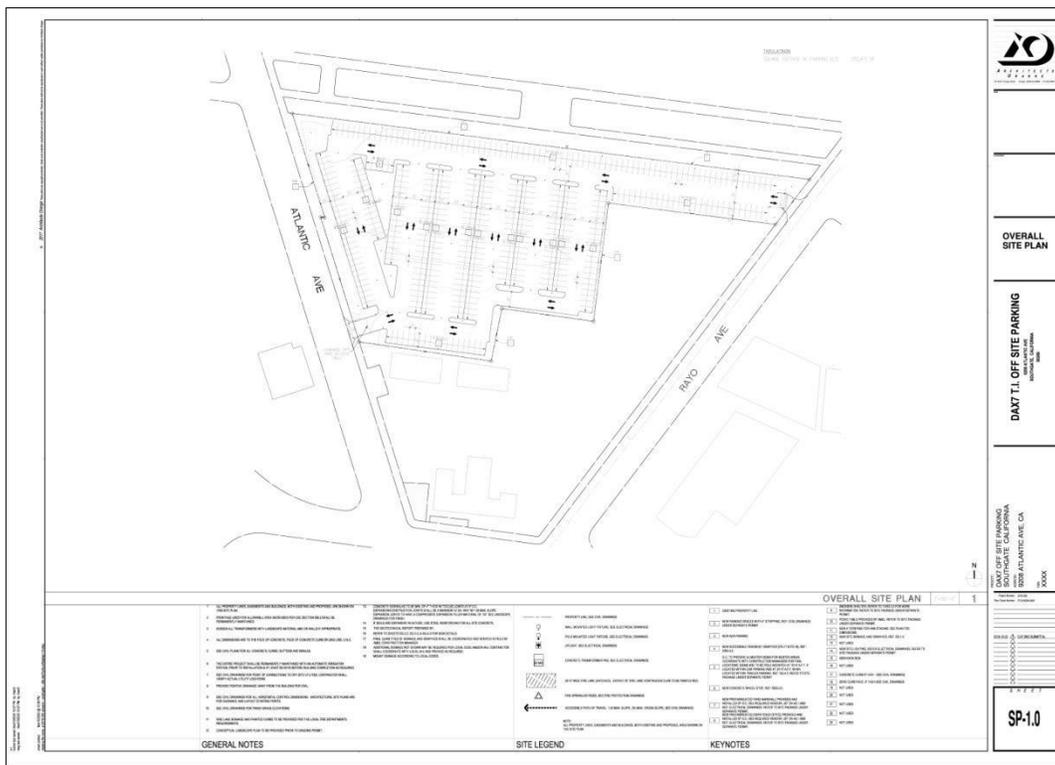
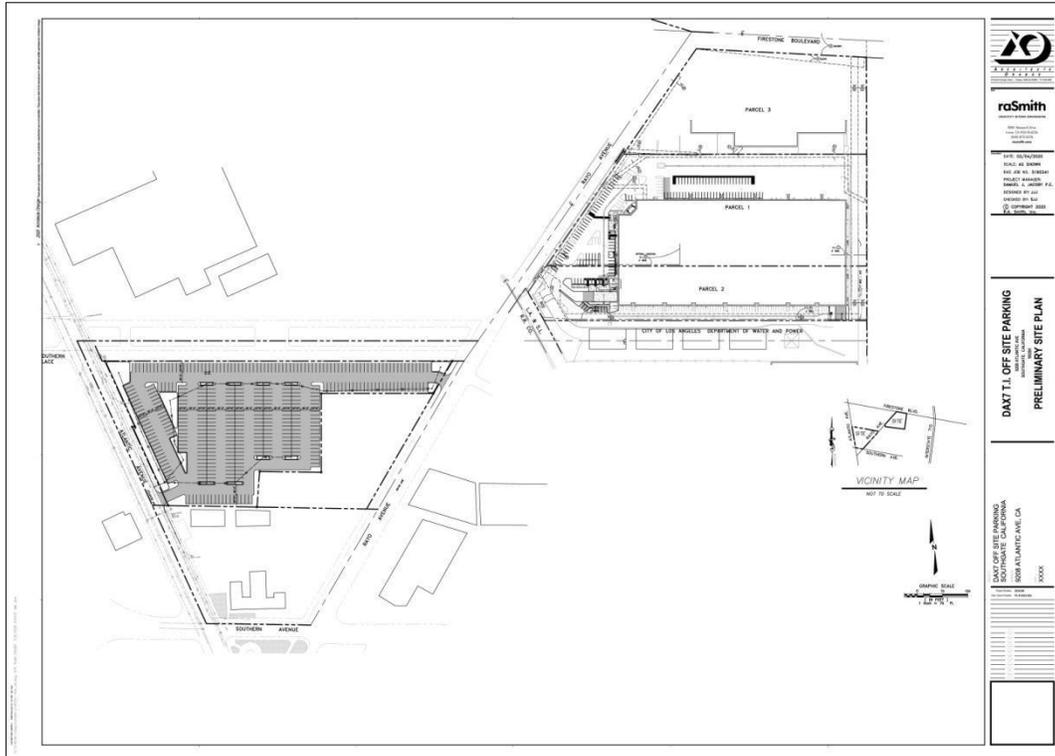
## EXHIBIT 2 CITYWIDE MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



### EXHIBIT 3 LOCAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



**EXHIBIT 4**  
**CONCEPTUAL SITE PLANS**  
 SOURCE: ARCHITECTS ORANGE

- *Other Improvements.* Landscaping and retention areas will be located along the Atlantic Avenue and Rayo Avenue frontages. The entire site will be surrounded by a security fence that will be approved by the City. Yard lights will also be installed throughout the surface parking area for both security and safety. The lighting plan must be reviewed and approved by the City. The lights will be designed to eliminate light trespass and glare. The Applicant will be required to maintain the entire site at all times. The fencing must be maintained in good condition. All surfaces will be kept free of graffiti pursuant to the City's graffiti control ordinance. No other outdoor storage will be permitted other than the parking of vehicles.

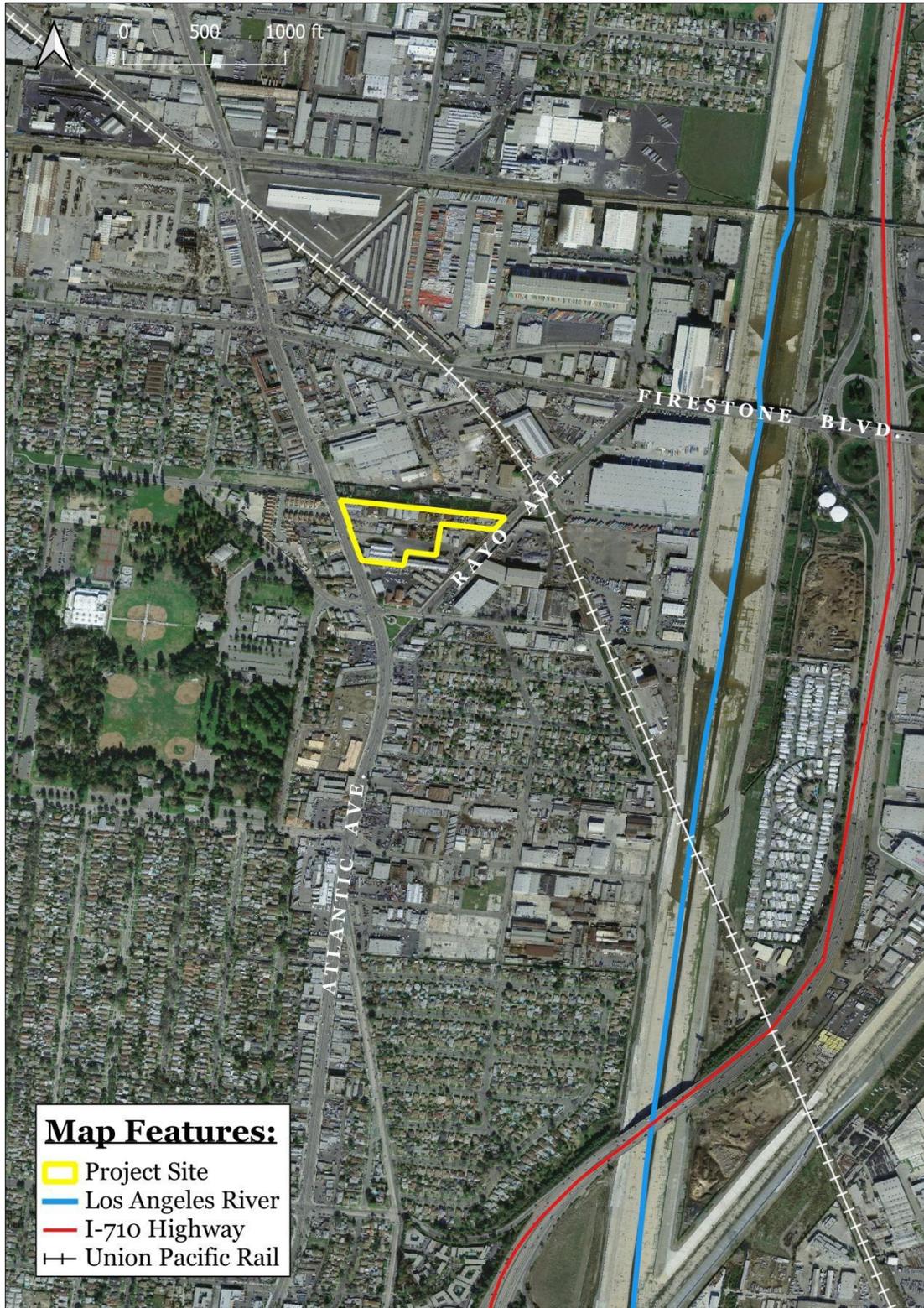
#### **4. ENVIRONMENTAL SETTING**

The project site is located at 9208 Atlantic Avenue, on a site that was formerly used as a temporary shipping container storage facility. There is one small portable guard house structure centrally located on-site, with access to the shipping container storage yard provided on east side of the property by an unpaved entrance on Rayo Avenue. The site has a land area of 5.79 acres. The project site is currently undeveloped and covered over in broken concrete and asphalt with dirt and weeds. With the exception of the existing school located to the south of the project site, all of the land uses located north of Southern Avenue and east of Atlantic Avenue are industrial. Southern Avenue and Atlantic Avenue are the boundaries of the City's industrial, warehousing, and distribution district in this area. An aerial photograph of the site and the surrounding area is provided in Exhibit 5. Photographs of the site and the surrounding area are provided in Exhibits 6 and 7. The following land uses and developments are located near the project site:

- *North of the project site.* Directly adjacent and sharing a northern property line with the project site is a utility easement owned by the Los Angeles Department of Water and Power (LADWP). The LADWP's high power transmission lines cross the site and the land below is leased to a commercial nursery. The parcel is separated from the nursery by a chain-link fence. Further north, zoning is predominantly industrial with current land uses including shipping container storage and metal recycling. Also important to note is the Union Pacific Rail Line that extends through the City of South Gate in a northwest to southeast orientation. This rail way intersects Rayo Avenue approximately 350 feet northeast of the project's planned driveway entrance.
- *South of the project site.* To the south and southwest of the project site are several sensitive receptor areas including a church, parks, schools and mixed-use residential and small business developments. Sharing a property line to the south is the Los Angeles Unified School District's Tweedy Learning Center. Approximately 400 feet from the southeastern corner of the project site is a small pedestrian island and transit shelter park located at the three-way intersection of Atlantic, Rayo and Southern Avenues. An elementary school, motels, small businesses, restaurants and mixed-use single and multi-family housing units extend south along Atlantic Avenue towards Tweedy Boulevard. These land uses are not located adjacent to the proposed parking lot.
- *East of the project site.* All of the land area east of Rayo Avenue and north of Southern Avenue is zoned *M3 (Heavy Industrial)*. Directly east of the project site is a metal recycling and processing refinery. Large industrial warehouses, additional Union Pacific Railroad easements and the Los Angeles River flood control channel are located approximately one quarter of a mile to the east of the property line. Just beyond the Los Angeles River, the Long Beach Freeway (I-710) bisects the easterly portion of the City of South Gate approximately half a mile

from the project site.

6Architects Orange. *Site Plans*. 2020.

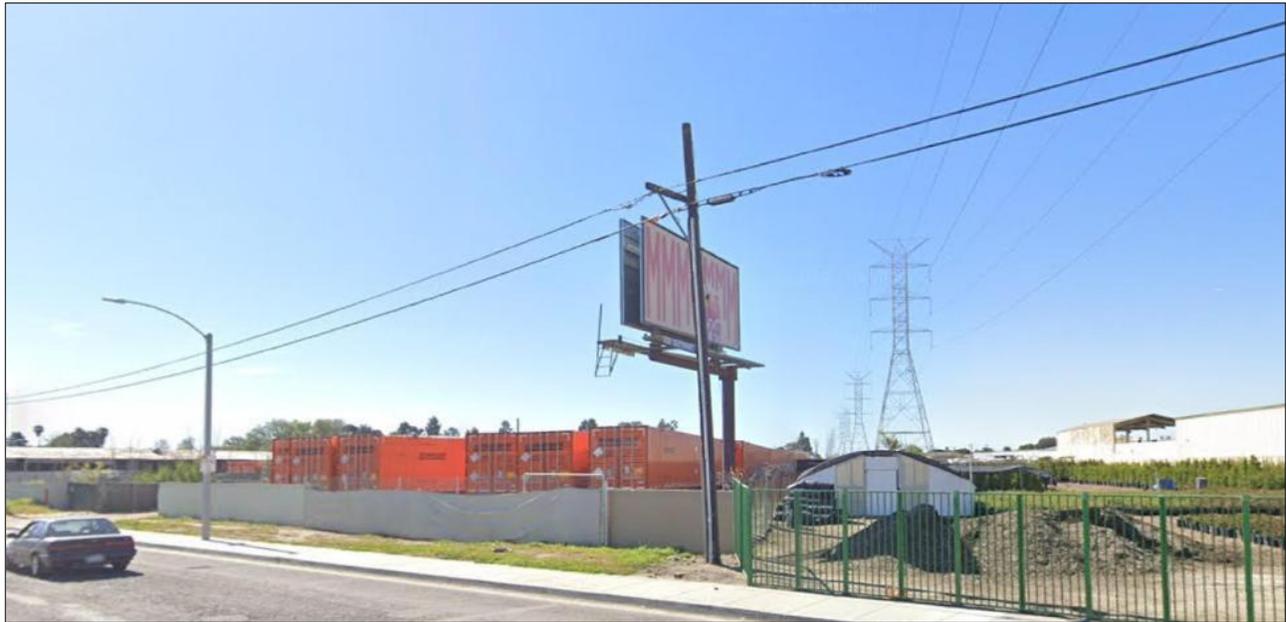


## EXHIBIT 5 AERIAL MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



**Image 1:** The proposed project site is currently being used as a temporary shipping container storage facility. There is one small portable guard house structure centrally located on-site, and access to the storage area is provided on the east side of the property by an unpaved driveway entrance on Rayo Avenue.



**Image 2:** The project site is primarily fenced with chain link and shrub landscaping, with the exception of a concrete block fence segment along the eastern lot boundary at Rayo Avenue. Directly to north is a LADWP easement that is also occupied by a commercial landscaping nursery. All land use north of the project site is zoned *Industrial*.

## EXHIBIT 6 PHOTOGRAPHS OF THE PROJECT SITE AND THE SURROUNDING AREA

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



**Image 3:** Sharing a property line with the project site to the south is the LAUSD Tweedy Learning Center. Other surrounding land uses along Atlantic Avenue include hotels, a liquor store, tire shop and multi-unit residential housing units. LADWP power lines are the prevalent public view from the project site and surrounding areas.



**Image 4:** South of the project site are several sensitive receptor areas including the LAUSD Tweedy Learning Center and the transit park shown above. This intersection at Southern and Atlantic Avenues also serves as a pedestrian access corridor for the South Gate Park and adjacent community recreation complex.

## EXHIBIT 7 PHOTOGRAPHS OF THE PROJECT SITE AND THE SURROUNDING AREA

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- *West of the project site.* Atlantic Avenue, located to the west of the site, is the western boundary of a large industrial district that extends north along the Los Angeles River. Existing land uses with frontage on Atlantic Avenue include a variety of commercial developments. Across Atlantic Avenue, approximately one-hundred feet from the western fence line of the project site, is a small condominium complex and the Los Angeles County Fire Station 54. Southern Avenue is an arterial street located south of the project site. It is oriented in an east-west direction in front Tweedy Learning Center and Transit Park, but veers in a northwesterly direction past Atlantic Avenue. Southern Place is a collector street that runs parallel to the LADWP transmission corridor between Atlantic Avenue and Southern Avenue at the northeast corner of South Gate Park. The single family homes located on Atlantic Avenue across from the northwest corner of the site take access from Southern Place. Extending westward along Southern Place is the LADWP electric utility corridor that connects with the Southern Avenue Greenway Trail located approximately a quarter mile west of the project site.

## 5. DISCRETIONARY ACTIONS

A *Discretionary Action* is an action taken by a government agency (for this project, the government agency is the City of South Gate) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project will require the following approvals:

- *Conditional Use Permit (CUP) 840* to permit the portion of the site that is zoned as *Industrial Flex* to be used for parking; and,
- The adoption of the Negative Declaration.

## 6. ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics;  
Agricultural & Forestry;  
Air Quality;  
Biological Resources;  
Cultural Resources;  
Energy;  
Geology & Soils;  
Greenhouse Gas Emissions;  
Hazards & Hazardous Materials;  
Hydrology and Water Quality;  
Land Use and Planning;

Mineral Resources;  
Noise;  
Population & Housing;  
Public Services;  
Recreation;  
Transportation;  
Tribal Cultural Resources;  
Utilities;  
Wildfire; and,  
Mandatory Findings of Significance.

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of South Gate in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of South Gate or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

**AESTHETICS**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?				<b>X</b>
<b>B.</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?				<b>X</b>
<b>C.</b> 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?				<b>X</b>
<b>D.</b> 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?			<b>X</b>	

**DISCUSSION OF FINDINGS**

- A.** The project site is bounded on the north by the Los Angeles Department of Water and Power (LADWP) transmission line corridor, with power lines that dominate the skyline around the site and surrounding areas. Distant views of the San Gabriel Mountains fifteen miles to the north are heavily obstructed by these utility lines. As a result, no impacts will occur.
- B.** The project site is bounded to the north by industrial uses that primarily include metal recycling facilities and shipping container storage. Also to the north is an LADWP electric utility easement with power lines that dominate the skyline around the site and surrounding areas. 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 development and does not contain any buildings listed in the State or National registrar. As a result, no impacts will occur.
- C.** The project site is currently unused and covered over in broken concrete and dirt with weeds. The project site and surrounding parcels to the north and east are zoned for *Industrial Flex Urban and Mixed-Use* development, and to the south and west, zoning is primarily mixed-use commercial and residential. Other significant land uses in the area include major railway and utility easements. Therefore, this project will not conflict with applicable zoning and other regulations governing scenic quality. As a result, no impacts will occur.
- D.** Potential sources of light and glare that may result from the proposed project include security lighting and other equipment lighting. Any potential light emissions 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.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

California Department of Transportation. *California Scenic Highway Mapping System*.

[http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/)

**AGRICULTURE & FORESTRY RESOURCES**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> 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?				<b>X</b>
<b>B.</b> Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<b>X</b>
<b>C.</b> 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				<b>X</b>
<b>D.</b> Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				<b>X</b>
<b>E.</b> 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?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** According to the California Department of Conservation, the project site does not contain areas of Farmland of Statewide Importance. The project site is currently vacant and zoned for *Industrial Flex (IF)* and *Heavy Manufacturing (MF)*. Furthermore, there no agricultural zoning areas within the City of South Gate. The implementation of the proposed project will not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses. As a result, no impacts will occur.
- B.** The site is currently not being used though it was formerly used for container storage.. The project site is located in an area zoned as *Industrial Flex (IF)* and *Heavy Manufacturing (MF)*. There are no agricultural uses located within the site that would be affected by the project’s implementation. Furthermore, the proposed project will not require a zone change, and no loss in land zoned for/ or permitting agricultural uses will occur. 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. As a result, no impacts will occur.
- C.** Although the project site is currently not being used, it is located in the midst of an urban area and no forest lands are located within the site or surrounding area. Furthermore, the site’s existing zoning designation does not contemplate forest land uses. As a result, no impacts will occur.

- D. No forest lands are located within the project site or within the City's boundaries. No loss or conversion of forest lands to urban uses will result from the proposed project's implementation. As a result, no impacts will occur.
- E. The project would not involve the disruption or damage of the existing environment that would 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 impacts will occur.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *Important Farmland in California 2010*.  
[ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010\\_08\\_11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf).

California Department of Conservation. *State of California Williamson Act Contract Land*.  
[ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA\\_2012\\_8x11.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf)

California Department of Conservation. *State of California Williamson Act Contract Land*.

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.

### AIR QUALITY

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?			<b>X</b>	
B. Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation?			<b>X</b>	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			<b>X</b>	
D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?				<b>X</b>

#### DISCUSSION OF FINDINGS

- A.** 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’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 A where the long-term stationary and mobile emissions for the proposed project are summarized in Appendix A). 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 A). 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 proposed project’s construction and occupation will not lead to a violation of the SCAQMD criteria (refer to Appendix A). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2). As shown in Appendix A, the daily construction emissions will not exceed the SCAQMD significance thresholds. The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; area-wide emissions energy generation, and stationary emissions associated with the consumption of energy (electricity). The analysis of long-term operational impacts summarized in Appendix A, also used the CalEEMod computer model. The analysis indicates that the operational (long-term) emissions will be below the SCAQMD daily emissions thresholds. It is important to note that the analysis presented in Appendix B reflects “summer time” emissions, since these emissions are typically higher during the summer months. As a result the potential impacts will be less than significant.
- C.** As indicated in the previous section, the emissions (construction and operational) were determined to be less than significant. As a result, the impacts were found to be less than significant.

- D. The proposed off-site parking facility will not generate any odors that would affect surrounding development. As a result, no impacts are anticipated.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **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.*

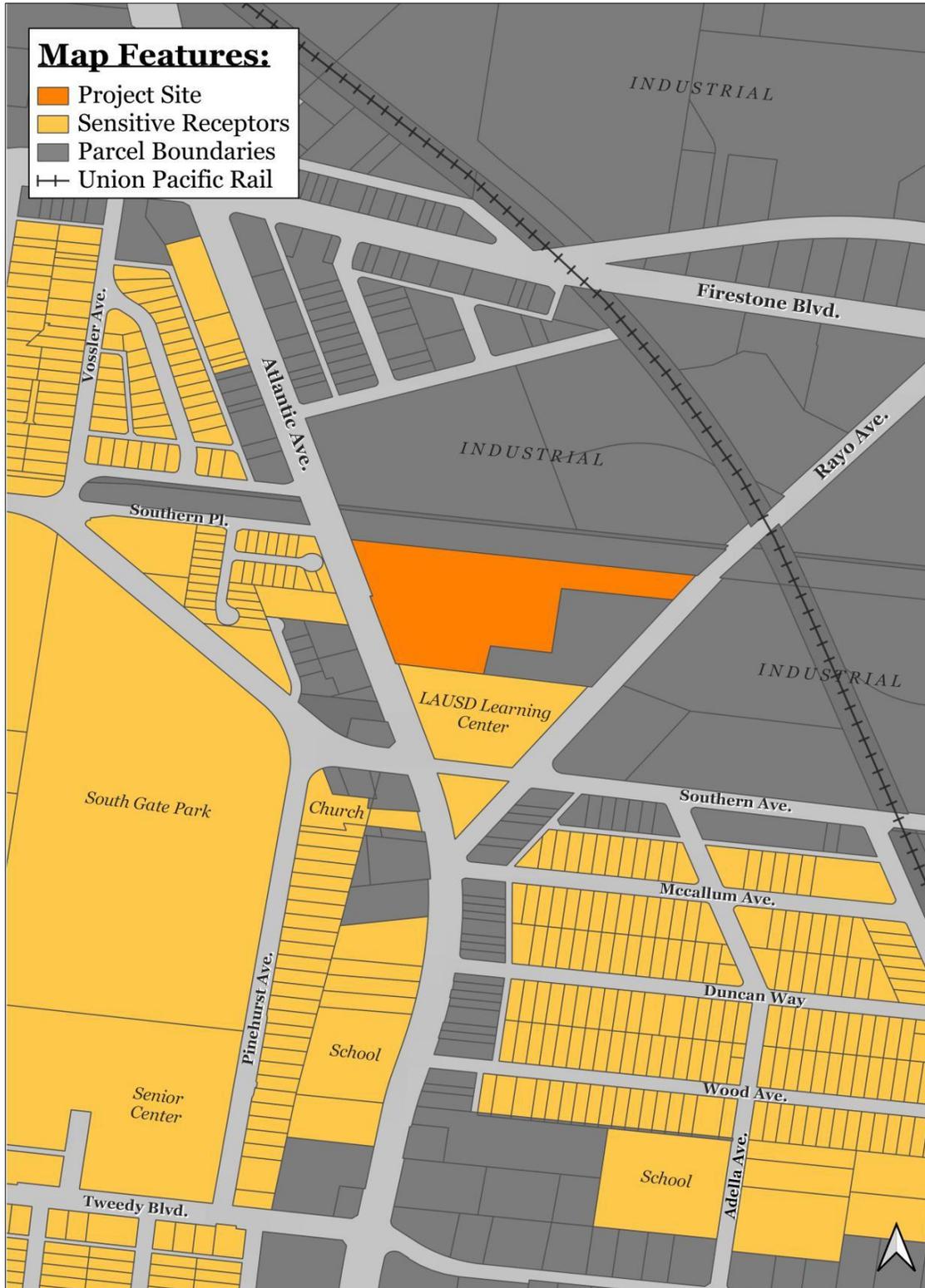
South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 2017.

South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993 [as amended 2009]. Table 11-4.

South Coast Air Quality Management District. *AQMD Rules and Regulation Handbook*. Rule 1155 adopted December 4, 2009.

Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

United States Census Bureau. *State & County QuickFacts, South Gate (city), California*.



**EXHIBIT A-1**  
**SENSITIVE RECEPTORS MAP**  
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

**BIOLOGICAL RESOURCES**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> 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?				<b>X</b>
<b>B.</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?				<b>X</b>
<b>C.</b> 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?				<b>X</b>
<b>D.</b> 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?				<b>X</b>
<b>E.</b> Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<b>X</b>
<b>F.</b> 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?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** Although the proposed project site is currently vacant and undeveloped, the surrounding area is highly urbanized. The site’s utility as a species habitat is constrained by the presence of two adjacent high-volume roadways, bordering public easements owned by Union Pacific Railway and LADWP, and a major interstate (I-710) within half a mile of the project site. As a result, no adverse impacts on any species identified as a candidate, sensitive, or special status species will occur.
- B.** According to the United States Fish and Wildlife Service, there are no riverine areas located within the project site. In addition, there is no riparian habitat located on-site or in the surrounding areas. Finally, no offsite 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 will occur.
- C.** No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. As a result, no impacts will occur.
- D.** Given the disturbed character of the project site, no cumulative impacts would occur. As a result, no impacts will occur.

- E. There are no sensitive habitats located onsite. Although the proposed project site is currently vacant and undeveloped, the surrounding area is highly urbanized. The site's utility as a species habitat is constrained by the presence of two adjacent high-volume roadways, bordering public easements owned by Union Pacific Railway and LADWP, and a major interstate (I-710) within half a mile of the project site. 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.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **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*.

U.S. Fish and Wildlife Service. Wetlands Mapper. <http://www.fws.gov/wetlands/data/mapper.HTML>



**EXHIBIT A-2**  
**WETLANDS MAP**  
 SOURCE: NATIONAL WETLANDS INVENTORY

**CULTURAL RESOURCES**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				<b>X</b>
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				<b>X</b>
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			<b>X</b>	

**DISCUSSION OF FINDINGS**

- A. 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 considered to be 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. To be considered eligible for the National Register, a property’s significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. 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 site is presently vacant and undeveloped and the project site is not present on 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 used as a container storage yard. 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.
  
- C. There are no dedicated cemeteries located within the vicinity of the project site. The proposed project will be restricted to the project site and will not affect any dedicated cemeteries. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation and grading activities shall be halted

and the City of South Gate Police Department would be contacted (the Department would then contact the County Coroner). This is a standard condition under California Health and Safety Code Section 7050.5(b), which states:

“In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with (b) Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

Adherence to the aforementioned standard condition will ensure potential impacts remain at levels that are less than significant.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **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).

Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>.

McCawley. *The First Angelinos, The Gabrieleño Indians of Los Angeles County*. 1996.

Tongva People of Sunland-Tujunga. *Introduction*. <http://www.lausd.k12.ca.us/Verdugo>

Google Earth. Site accessed April 17, 2020.

**ENERGY**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?			<b>X</b>	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			<b>X</b>	

**DISCUSSION OF FINDINGS**

- A. The proposed development would be a new surface parking lot consisting of 396 parking spaces. The new parking lot would be purposed as a dedicated parking area for a delivery van and delivery van drivers for the adjacent Amazon Inc. warehouse that is located on Rayo Avenue. The project Applicant will cooperate with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption associated with the parking area lighting. As a result, the impacts will be less than significant.
  
- B. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. 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, 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 proposed project will conform to all pertinent energy conservation requirements. As a result, the potential impacts will be less than significant.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

Energy Commission, GIS Open Source Data. California Electric Infrastructure App. Website accessed April 14, 2020. <https://cecgis-caenergy.opendata.arcgis.com/app/ad8323410d9b47c1b1a9f751d62fe495>

### GEOLOGY & SOILS

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?			<b>X</b>	
B. Would the project result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
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?			<b>X</b>	
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?				<b>X</b>
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?				<b>X</b>
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				<b>X</b>

#### DISCUSSION OF FINDINGS

- A.** 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 a number of known faults within close 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 in regards 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 be a surface parking lot which will further reduce the potential risk. Therefore, the impacts are expected to be less than significant.
- B.** According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Tujunga-Soboba association. Tujunga-Soboba soils are

excessively drained and are over 60 inches deep with high water permeability. However, soils of the Tujunga Soboba 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. Tujunga-Soboba soils are described as being used almost exclusively for urban development, as evident by the current level of development present within the surrounding areas. As a result, the potential impacts are considered to be less than significant.

- C. The paving of the new parking lot will not result in soil erosion since the project’s contractors must implement the construction BMPs identified in the mandatory SWPPP. The BMPs will minimize soil erosion and the discharge of sediment off-site. Additionally, the project site is not located within an area that could be subject to landslides or liquefaction. The likelihood of lateral spreading will be further reduced since the project’s implementation will not require grading and excavation that would extend to depths required to encounter groundwater. Moreover, the project will not result in the direct extraction of groundwater located below ground surface (BGS). 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. According to the United States Department of Agriculture, clay is not present in the composition of Tujunga-Soboba Soils Association. As a result, no impacts related to expansive soils are anticipated.
- E. No septic tanks will be used as part of the proposed project. 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. 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.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

Subsidence Support. *What Causes House Subsidence?*  
<http://www.subsidence-support.co.uk/what-causes-subsidence.html>

Natural Resources Conservation Service Arizona.

*Soil Properties Shrink /Swell Potential.* <http://www.nrcs.usda.gov/wps/portal/nrcs>

United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California.* Revised 1969.

### GREENHOUSE GAS EMISSIONS

Environmental Issues Area 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. 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Carbon dioxide equivalent, or CO<sub>2</sub>E, is a term that is used for describing different greenhouse gases in a common and collective unit. Table 4 (provided in Attachment A) summarizes annual greenhouse gas emissions from build-out of the proposed project. These emissions were calculated using the computer model CalEEMod V.2016.3.1. As indicated in the air quality Appendix, the CO<sub>2</sub>E total for the project is 5,905 pounds per day or 2.67 MTCO<sub>2</sub>E per day. This translates into a generation of approximately 975 MTCO<sub>2</sub>E per year. The proposed project is an infill development, which is seen as a key strategy in limiting the emissions of GHG by reducing the statewide vehicle miles travelled (VMT). 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 considered to be 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.

#### MITIGATION MEASURES

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### 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).

California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

**HAZARDS & HAZARDOUS MATERIALS**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>B.</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?			<b>X</b>	
<b>C.</b> 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?				<b>X</b>
<b>D.</b> 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?				<b>X</b>
<b>E.</b> 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?				<b>X</b>
<b>F.</b> Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				<b>X</b>
<b>G.</b> Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** Given the 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 site is not located on the California Department of Toxic Substances Control’s Hazardous Waste and Substances database. As a result, the impacts will be less than significant.
  
- B.** The project’s construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project’s construction phase include, but are not limited to, gasoline, solvents, and equipment lubricants. As stated previously, the project site is not identified on the California Department of Toxic Substances Control’s Hazardous Waste and Substances Site List - Site Cleanup (Cortese List); the Leaking Underground Storage Tank database (LUST); the California Department of Toxic Substances Control’s Envirostor database; or the United States EPA Envirofacts database. Since the project site is not listed on any of the aforementioned databases, the likelihood of encountering contamination or other environmental concerns (leaking storage tanks,

transformers, etc.) during the project's construction phase is remote and the impacts will be less than significant.

- C. Sharing a property line to the south of the project site is the LAUSD Tweedy Learning Center. The proposed use will be a parking area for Amazon delivery vans. The vans that will be parked in the parking area will be empty. As a result, the proposed project will not create a hazard to any local school and 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 two miles of a public use airport. As a result, the proposed project will not present a safety or noise hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area and no impacts will occur.
- F. At no time will any adjacent street be completely closed to traffic. All construction staging must occur on-site. 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 are anticipated.

#### MITIGATION MEASURES

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### SOURCES

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

United States Environmental Protection Agency. *Environfacts Database, Multisystem Search*.  
[www.epa.gov/envirofw/](http://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.

Google Earth. Website accessed April 17, 2020.

CalEPA. *Cortese List Data Resources*. <http://www.calepa.ca.gov/sitecleanup/corteselist/>

### HYDROLOGY & WATER QUALITY

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<b>X</b>	
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?			<b>X</b>	
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?			<b>X</b>	
D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			<b>X</b>	
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			<b>X</b>	

#### DISCUSSION OF FINDINGS

- A.** 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, evapo-transpiration, 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.** 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, the impacts are considered to be less than significant.

- 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. The site is vacant and undeveloped. No significant grading and/or excavation will occur. No additional undisturbed land will be affected. As a result, the potential impacts will be less than significant.
- 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. Thus, properties located in Zone X are not located within a 100-year flood plain and have moderate to low risk of flooding. 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 70 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 Applicant 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.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

Federal Emergency Management Agency. Intranetix Viewer. <http://map1.msc.fema.gov/idms/IntraView>.

United States Army Corps of Engineers, Los Angeles District. Dam Safety Program.  
<http://www.spl.usace.army.mil/Media/FactSheets/tabid/1321/Article/477349/dam-safety-program.aspx>.

FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

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**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
A. Would the project physically divide an established community?				<b>X</b>
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?				<b>X</b>

**DISCUSSION OF FINDINGS**

A. The project site is located at 9208 Atlantic Avenue, on an undeveloped 5.79 acre property that is currently being used as a temporary shipping container storage facility. There is one small portable guard house structure centrally located on-site, with access to the shipping container storage yard provided on east side of the property by an unpaved entrance on Rayo Avenue. The following land uses and developments are located near the project site:

- *North of the project site.* The property located directly to the north and sharing a property line with the project site, is owned by the Los Angeles Department of Water and Power (LADWP). The LADWP’s high power transmission lines cross the site and the land below is leased to a commercial nursery. The parcel is separated from the nursery by a chain-link fence. Further north, zoning is predominantly industrial with current land uses including shipping container storage and metal recycling. Also important to note is the Union Pacific Rail Line that extends through the City of South Gate in a northwest to southeast orientation. This rail way intersects Rayo Avenue approximately 350 feet northeast of the project’s planned driveway entrance.
- *South of the project site.* To the south and southwest of the project site are several sensitive receptor areas including a church, parks, schools and mixed-use residential and small business developments. Sharing a property line to the south is the Los Angeles Unified School District’s Tweedy Learning Center. Approximately 400 feet from the southeastern corner of the project site is a small pedestrian island and transit shelter park located at the three-way intersection of Atlantic, Rayo and Southern Avenues. An elementary school, motels, small businesses, restaurants and mixed-use single and multi-family housing units extend south along Atlantic Avenue towards Tweedy Boulevard. These land uses are not located adjacent to the proposed parking lot.
- *East of the project site.* All of the land area east of Rayo Avenue and north of Southern Avenue is zoned *M3 (Heavy Industrial)*. Directly east of the project site is a metal recycling and processing refinery. Large industrial warehouses, additional Union Pacific Railroad easements and the Los Angeles River flood control channel are located approximately one quarter of a mile to the east of the property line. Just beyond the Los Angeles River, the Long Beach Freeway (I-710) bisects the easterly portion of the City of South Gate approximately half a mile from the project site.

- *West of the project site.* Atlantic Avenue, located to the west of the site, is the western boundary of a large industrial district that extends north along the Los Angeles River. Existing uses fronting on Atlantic Avenue include a variety of commercial uses. Across Atlantic Avenue, approximately one-hundred feet from the western fence line of the project site, is a small condominium complex and the Los Angeles County Fire Station 54. Southern Avenue is an arterial street located south of the project site. It is oriented in an east-west direction in front Tweedy Learning Center and Transit Park, but veers in a northwesterly direction past Atlantic Avenue. Southern Place is a collector street that runs parallel to the LADWP transmission corridor between Atlantic Avenue and Southern Avenue at the northeast corner of South Gate Park. The single family homes located on Atlantic Avenue across from the northwest corner of the site take access from Southern Place. Extending westward along Southern Place is the LADWP electric utility corridor that connects with the Southern Avenue Greenway Trail located approximately a quarter mile west of the 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 and subsequent construction of the proposed project 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 on the portion of the property zoned M3 and conditionally permitted with the approval of a Conditional Use Permit (CUP) on the portion of the property zoned IF. No zone change or general plan amendment will be required to implement the proposed project. As a result, no impacts will occur.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

City of South Gate Municipal Code. Chapter 11.21. Website accessed April 17, 2020.

**MINERAL RESOURCES**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> 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?				<b>X</b>
<b>B.</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?				<b>X</b>

**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 and undeveloped. In addition, there are no active mineral extraction activities occurring on-site or in the 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.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

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

California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <http://maps.conservation.ca.gov/doggr/#close>

California Department of Conservation. *San Gabriel Valley P-C Region Showing*

**NOISE**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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?			<b>X</b>	
B. Would the project result in generation of excessive ground-borne vibration or ground-borne noise levels?			<b>X</b>	

**DISCUSSION OF FINDINGS**

- A. The primary source of ambient noise in the area includes vehicular traffic along Atlantic Avenue and Rayo Avenue and Firestone Boulevard (further north) and stationary noise sources from nearby businesses. The proposed project will not result in the exposure of future students and employees at the adjacent Tweedy Learning Center to excessive noise levels. The project will not expose nearby sensitive receptors to excessive noise levels because the project will be required to adhere to the City’s noise control ordinance. Future sources of noise will include vehicular noise such as idling, horns, back-up alarms from the delivery trucks, and noise from exterior clean-up activities and maintenance. Due to the nature of the proposed project, no heavy equipment will be present on-site that would be capable of generating excessive noise levels. Adherence to all applicable City noise regulations will reduce potential impacts to levels that 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. The proposed surface parking lot and the related improvements would be constructed over a shallow foundation. The footings for the light poles and fences may extend no more than three to four feet below the ground surface in certain places. 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 amount 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 are considered to be less than significant.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

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

**POPULATION & HOUSING**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly or indirectly?				<b>X</b>
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The proposed project will be located within an urban area and will utilize existing utilities connections and roadway improvements. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of South Gate is projected to add a total of 17,100 new residents through the year 2040. The proposed project is a new surface parking lot for the nearby Amazon fulfillment center. The installation of any new utility lines will not lead to subsequent offsite development since these utility lines will serve the site only. The site is vacant and undeveloped and there are no housing units located on-site. The project will result in a limited increase in employment which can be accommodated by the local labor market. No housing will be provided as part of the project’s implementation. As a result, no impacts will result.
  
- B. No housing units will be displaced as a result of the proposed project’s implementation. The site is vacant and undeveloped. As a result, no impacts will occur.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

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

Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

United States Census Bureau. *Quickfacts*. <https://www.census.gov/quickfacts/table/>

### PUBLIC SERVICES

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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 <i>fire protection services</i> ?				<b>X</b>
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 <i>police protection services</i> ?				<b>X</b>
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 <i>school services</i> ?				<b>X</b>
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 <i>other public facilities</i> ?				<b>X</b>

#### DISCUSSION OF FINDINGS

- A. South Gate contracts with the Los Angeles County Fire Department for fire protection and emergency services. The closest first response station to the project site is LACFD Fire Station 54, across the street from the site. The proposed project 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 emergency access, fire hydrants, et cetera. The proposed project would not place additional demands on fire services since the project will involve the construction of a new parking lot for the nearby Amazon fulfillment center. As a result, no impacts are anticipated.
- B. Law enforcement services are provided by the City of South Gate Police Department (SGPD). The proposed site plan and other required improvements must be reviewed by the SGPD. The Department's conditions of approval must be incorporated into the applicable plans prior to the issuance of building permits. As a result, no impacts are anticipated.
- C. Due to the nature of the proposed project (a surface parking lot), no direct enrollment impacts regarding school services will occur. The proposed project will not directly increase demand for school services. As a result, no impacts are anticipated.

- 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, no impacts are anticipated.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

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

**RECREATION**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
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?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A. The City of South Gate Parks and Recreation Department operates nine parks and recreation facilities throughout the City. Due to the use of this project as a parking lot for Amazon delivery vehicles, no significant increase in the use of City parks and recreational facilities is anticipated to occur. No parks are located adjacent to the site. The proposed project would not result in any development that would potentially significantly physically alter any public park facilities and services. As a result, the impacts anticipated 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. No such facilities are located adjacent to the project site and, as a result, no impacts will occur.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

City of South Gate. Recreation and Community Services.

Google Earth. Site accessed July 12, 2017.

**TRANSPORTATION & CIRCULATION**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			<b>X</b>	
<b>B.</b> For a land use project, would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(1)?			<b>X</b>	
<b>C.</b> For a transportation project, would the project conflict with or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)(2)?				<b>X</b>
<b>D.</b> 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)?				<b>X</b>
<b>E.</b> Would the project result in inadequate emergency access?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** The proposed project site will be developed as a parking facility for the Amazon distribution located at 9350 Rayo Avenue. Access to the main site and Lot 1 would occur via driveway access points on Rayo Avenue. The trip generation of the project was calculated from data provided by Amazon on employee shift times and populations, delivery trip details by vans and personal contractor vehicles, and truck trip schedules. The project trips would total 1,513 on a daily basis, including 19 vehicle trips during the a.m. peak hour (14 inbound trips and 5 outbound trips) and 7 vehicle trips during the p.m. peak hour (0 inbound trips and 7 outbound trips). Based on the applied significant traffic impact criteria, the proposed Project would not create significant traffic impacts at the study intersections under both existing and future baseline conditions. The traffic and parking study is provided under a separate cover.
- B.** According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. It is important to note that 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 will be less than significant. The traffic and parking study is provided under a separate cover.
- C.** The proposed project is not a transportation project. As a result, no impacts on this issue will result.
- D.** The design of driveways will be based on City Code, which sets standards for such design.<sup>10</sup> 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. The parking analysis reviewed the planned parking supply versus employee demand estimates and examined occupancy throughout the day including peak periods. The peak parking demand would result in 97 percent occupancy of site supply during the noon hour. This would be the highest peak in demand on a daily basis. There would not be parking demand overflow from the project site and parking impacts would not occur.

The traffic study (provided under a separate cover) provided a review of the project trip generation for weekday daily, hourly, and peak conditions. The proposed site will have two access driveway locations on Rayo Avenue, in the same locations as the existing site but with some modifications to meet current standards. The peak conditions analysis of the driveway locations provided in the traffic study, based on traffic volume counts on Rayo Avenue and the calculated volumes at the project driveways, indicates that no major queuing issues would be created by the project-generated trips. Queuing could potentially occur with inbound left-turn movements where vehicles must wait for a gap in opposing thru traffic before turning into the site. Based on the analyzed volumes, any significant queuing would not occur and therefore hazardous conditions would not result. The traffic and parking study is provided under a separate cover.

The northern project site driveway would primarily be accessed by line-haul trucks that would deliver products to the site for processing and distribution. The southern project site driveway would be accessed by Amazon delivery vans, personal-vehicle FLEX delivery drivers, and distribution center employee vehicles. Vans and personal vehicles would enter the site and either enter a queuing area for delivery or park within the on-site employee parking lot. Vehicles entering the site during peak activity times of the site would primarily be movements from the remote parking lot to the main site. These movements will be controlled by Amazon staff so that the site can process each wave of vehicles without creating queuing onto Rayo Avenue. On Rayo Avenue between Firestone Boulevard on the north and Southern Avenue on the south, on-street parking is prohibited on both sides of the roadway. Therefore, vehicles or trucks that would otherwise be parked in on-street parking areas would not be present and would not affect sight distance from the driveways for safe traffic movements. There are also not any major visual barriers within the site boundary or adjacent sidewalk area to obstruct the sight distance lines. Project operations at the driveways would not create any new significant hazardous conditions.

Travel between the remote parking area and the main project site will be via delivery vehicles, as the operating plan provides for personal vehicles of delivery drivers to be parked in the remote lot and then delivery vans are driven to the main site directly by the drivers. Therefore, employees would not be parking in the remote lot and then walking to the main site. For the occasional pedestrian trip that might be required due to personal emergencies or forgotten person items, employees will be shuttled between the locations and pedestrian trips along and across Rayo Avenue will not be required and no impacts are anticipated.

- 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. As a result, the proposed project's implementation will not result in any impacts.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

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

*The Traffic Study is included under a separate cover.*

**TRIBAL CULTURAL RESOURCES**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
<p>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.?</p>			<p><b>X</b></p>	

**DISCUSSION OF FINDINGS**

A. The proposed project site is currently vacant and undeveloped. 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 SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Adherence to the standard condition presented in Subsection B under Cultural Resources will minimize potential impacts to levels that are less than significant.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **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)

Rncho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>. McCawley.

The First Angelinos, The Gabrieleño Indians of Los Angeles County. 1996.

Tongva People of Sunland-Tujunga. *Introduction*. <http://www.lausd.k12.ca.us/Verdugo>

Google Earth. Site accessed April 17, 2020.

**UTILITIES & SERVICE SYSTEMS**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> 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?				<b>X</b>
<b>B.</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?				<b>X</b>
<b>C.</b> 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?			<b>X</b>	
<b>D.</b> Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?				<b>X</b>
<b>E.</b> Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?				<b>X</b>
<b>F.</b> Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** The project site is presently vacant and undeveloped. The City of South Gate Department of Public Works manages the City's sewer system, which consists of 116 miles of gravity sewer lines, 100 sewer siphons, and 21 Los Angeles County Sanitation District (LACSD) trunk lines. Wastewater generated throughout the City of South Gate is treated at the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 263.7 mgd. The proposed project will not be connected to the City's sanitary sewer system. As a result, no impacts are anticipated.
- 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 proposed project will be required to connect to the existing water lines located within either Atlantic Avenue or Rayo Avenue. The only water consumed by the proposed parking lot will be related to routine maintenance and landscaping irrigation. The landscaping will comply with the State Standards for low water demand. According to the General Plan, there is a sufficient amount of water to be able to accommodate the increase in demand. As a result, no impacts are anticipated. The proposed project will not be connected to the City's sanitary sewer system. As a result, no impacts are anticipated.

- C. The proposed surface parking lot will not result in the generation of any solid waste. The demolition debris from the existing pavement will be crushed and recycled. As a result, the impacts will be less than significant.
- D. 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.
- 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.

#### **MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

#### **SOURCES**

Los Angeles County Sanitation Districts. *San Jose Creek Water Reclamation Plant.*

[http://www.lacsd.org/wastewater/wwfacilities/joint\\_outfall\\_system\\_wrp/san\\_jose\\_creek.asp](http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/san_jose_creek.asp)

South Gate General Plan 2035. *Chapter 8 Public Facilities, Water Service/Water Supply. Please Note: The utilities calculation worksheets are included in the Appendices.*

**WILDFIRE**

<b>Environmental Issues Area Examined</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant Impact With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>A.</b> 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?				<b>X</b>
<b>B.</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?				<b>X</b>
<b>C.</b> 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?				<b>X</b>
<b>D.</b> 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?				<b>X</b>

**DISCUSSION OF FINDINGS**

- A.** The project site is located in the midst of an urbanized area and not within an area designated as a very high fire risk. 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 and the adjacent properties are within an urbanized industrial area. 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 include the extension of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface. 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 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.

**MITIGATION MEASURES**

The environmental analysis determined that the proposed project would not result in any environmental impacts that would require mitigation.

**SOURCES**

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

**MANDATORY FINDINGS OF SIGNIFICANCE**

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

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

# **APPENDIX A**

## **AIR QUALITY WORKSHEETS**

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**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)  
 Unmitigated Construction**

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blk- CO2	NBlk- CO2	Total CO2	CH4	N2O	CO2e
ib/day																
2021	3,9642	40,5464	21,8324	0,0400	18,2675	2,0459	20,3134	9,8840	1,8823	11,8663	0,0000	3,884,889	3,884,889	1,1974	0,0000	3,914,923
2022	1,1622	11,1620	15,1030	0,0284	0,1677	0,5691	0,7368	0,0445	0,5236	0,5680	0,0000	2,367,818	2,367,818	0,7180	0,0000	2,385,769
Maximum	3,9642	40,5464	21,8324	0,0400	18,2675	2,0459	20,3134	9,8840	1,8823	11,8663	0,0000	3,884,889	3,884,889	1,1974	0,0000	3,914,923

**Mitigated Construction**

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Blk- CO2	NBlk- CO2	Total CO2	CH4	N2O	CO2e
ib/day																
2021	3,9642	40,5464	21,8324	0,0400	7,2470	2,0459	9,2930	3,9263	1,8823	5,8086	0,0000	3,884,889	3,884,889	1,1974	0,0000	3,914,923
2022	1,1622	11,1620	15,1030	0,0284	0,1677	0,5691	0,7368	0,0445	0,5236	0,5680	0,0000	2,367,818	2,367,818	0,7180	0,0000	2,385,769
Maximum	3,9642	40,5464	21,8324	0,0400	7,2470	2,0459	9,2930	3,9263	1,8823	5,8086	0,0000	3,884,889	3,884,889	1,1974	0,0000	3,914,923

Amazon Inc. Parking Lot - South Coast AQMD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	69.76	0.00	62.35	60.40	0.00	48.72	0.00	0.00	0.00	0.00	0.00	0.00

**2.2 Overall Operational  
 Unmitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.1086	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
Energy	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
Total	0.1086	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

**Mitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	MBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.1086	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
Energy	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
Total	0.1086	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

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