

NOTICE OF PREPARATION AND INITIAL STUDY

CITY OF SOUTH GATE GATEWAY DISTRICT SPECIFIC PLAN 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 HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745**

NOVEMBER 17, 2021

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NOTICE OF PREPARATION

PROJECT NAME: Gateway District Specific Plan.

ADDRESS: The Gateway District Specific Plan applies to a geographic area, consisting of approximately 59 acres, located within the corporate boundaries of the City of South Gate. This area is bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.

CITY AND COUNTY: South Gate, Los Angeles County.

APPLICANT: City of South Gate, 8650 California Avenue, South Gate, California 90280.

PROJECT: The proposed project involves the adoption and subsequent implementation of the City of South Gate Gateway District Specific Plan (also referred to hereinafter as the “Specific Plan” or the “Plan”). The Gateway District Specific Plan is a City-initiated comprehensive specific plan that is intended to provide a clear development framework for this key area of the City. The Plan would serve as a tool for City staff, decision makers, developers, and property owners to guide development. The Plan encourages desired patterns of activity, land uses, and development types, including Transit-Oriented Development (TOD). The Specific Plan also outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit-related investment in the District so as to create a model, mixed-use TOD surrounding the future light rail transit (LRT) station that is proposed within the District. Finally, the Specific Plan implements the City’s General Plan vision for the geographic area that is governed by the Plan and relies on the Zoning Code as the key regulatory tool for its implementation. The Plan also relies on additional General Plan goals, policies, plans, and regulations to guide future development.

Signature
City of South Gate Planning and Development Department

Date

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF INITIAL STUDY

The proposed project involves the adoption and subsequent implementation of the City of South Gate Gateway District Specific Plan (also referred to hereinafter as “the Plan”). The proposed project involves the adoption and subsequent implementation of the City of South Gate Gateway District Specific Plan (also referred to hereinafter as the “Specific Plan” or the “Plan”). The Gateway District Specific Plan is a City-initiated comprehensive specific plan that is intended to provide a clear development framework for this key area of the City. The Plan would serve as a tool for City staff, decision makers, developers, and property owners to guide development. The Plan encourages desired patterns of activity, land uses, and development types, including transit-oriented development (TOD). The Specific Plan also outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit-related investment in the District so as to create a model, mixed-use TOD surrounding the future light rail transit (LRT) station that is proposed within the District. Finally, the Specific Plan implements the City’s General Plan vision for the geographic area that is governed by the Plan and relies on the Zoning Code as the key regulatory tool for its implementation. The Plan also relies on additional General Plan goals, policies, plans, and regulations to guide future development.¹

The Planning Area (the geographic area governed by the Specific Plan) consists of approximately 59 acres and is bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue. The Specific Plan is summarized further in Section 2.

The adoption and subsequent implementation of the Gateway District Specific Plan is considered to be a project under the California Environmental Quality Act (CEQA).² The City of South Gate is the designated *Lead Agency* for the proposed “Project” and the City will be responsible for the Project’s Environmental Review. Section 21067 of CEQA defines a *Lead Agency* as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment. The project Applicant is the City of South Gate, Planning and Development Department, 8650 California 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. 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;

¹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

² California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). § 15060 (b).

- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation, fully represent the independent judgment and position of the City of South Gate, in its capacity as the *Lead Agency*. The City, also determined, as part of this Initial Study's preparation, that an Environmental Impact Report (EIR) is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Preparation* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study Questions and/or comments should be submitted to the following contact person:

Ms. Erika Soriano, Acting Housing Administrator.
City of South Gate, Planning and Development Department
8650 California Avenue
South Gate, California 90280

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description*, provides an overview of the existing environment as it relates to the Specific Plan Area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis* includes an analysis of potential impacts associated with the proposed Specific Plan's implementation.
- *Section 4 Findings* indicates the conclusions of the Environmental Analysis and the mandatory findings of significance.
- *Section 5 References* identifies the sources used in the preparation of this Initial Study.



SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION & SETTING

The *Planning Area* for the Gateway District Specific Plan is located within the corporate boundaries of the City of South Gate. The City of South Gate is located approximately ten miles southeast of downtown Los Angeles and 13.5 miles north of the port of Long Beach. The City is bounded by the cities of Huntington Park, Cudahy, and Bell Gardens on the north; unincorporated county areas to the west; Lynwood and Paramount on the south; and Downey to the east. The location of South Gate in a regional context is shown in Exhibit 1. A citywide map is provided in Exhibit 2.

The Gateway District Specific Plan applies to a geographic area consisting of approximately 59 acres. This area is bounded by Atlantic Avenue to the west, Patata Street to the north, and Firestone Boulevard to the south, and includes parcels south of Firestone Boulevard extending to Branyon Avenue.³ The Planning Area is illustrated in Exhibit 3.

The predominant land uses within the Planning Area are industrial in nature and include auto parts store/repair shops and logistics services. In addition, retail, general commercial, lodging, and restaurants are also located within the Planning Area. Many of the buildings that occupy frontage along the north side of Firestone Boulevard are vacant. A large portion of the Planning Area north of Firestone Boulevard is used for truck storage by Performance Team South Gate, a logistics company. Surrounding land uses in the vicinity of the planning area are described below:

- *North of the Planning Area.* The Planning Area is bound on the north by Patata Street. Industrial uses and large undeveloped areas occupy frontage along the north side of Patata Street. Some of these industrial uses and undeveloped parcels are also located within the neighboring City of Cudahy.
- *South of the Planning Area.* Industrial uses are located adjacent to the Planning area to the south. Additional industrial development is located south of Branyon Avenue.
- *East of the Planning Area.* Industrial uses abut the Planning Area to the east.⁴ The uses line the west side of Rayo Avenue, which is located approximately 850 feet to the east of the Planning Area.⁵ The Long Beach Freeway (I-710) extends in a north-south orientation 0.43 miles to the east of the Planning Area.
- *West of the Planning Area.* The Azalea Shopping Center fronts the west side of Atlantic Avenue. An Alta-Med also occupies frontage along the west side of Atlantic Avenue.⁶

³ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

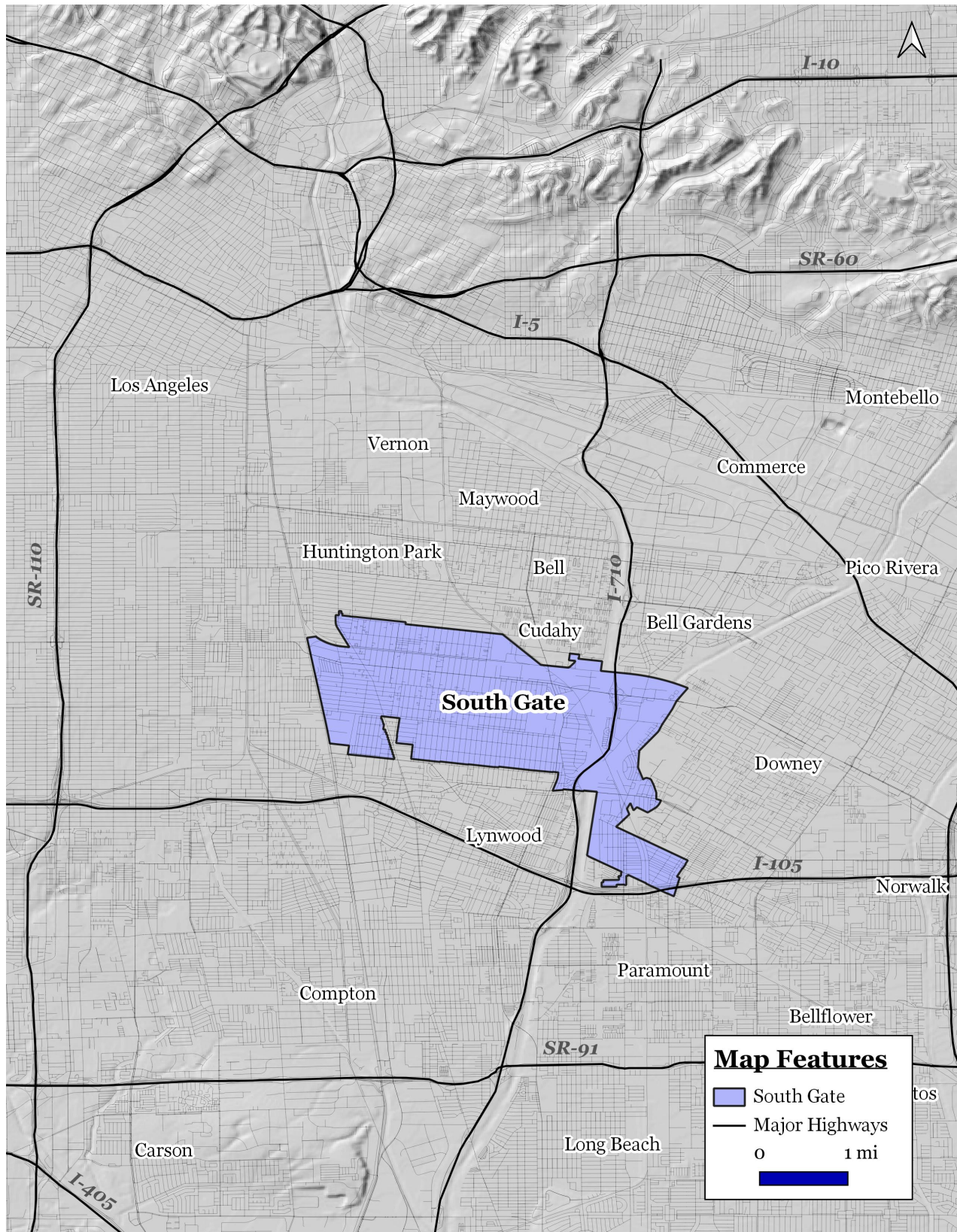


EXHIBIT 1
REGIONAL LOCATION
Source: Blodgett Baylosis Environmental Planning

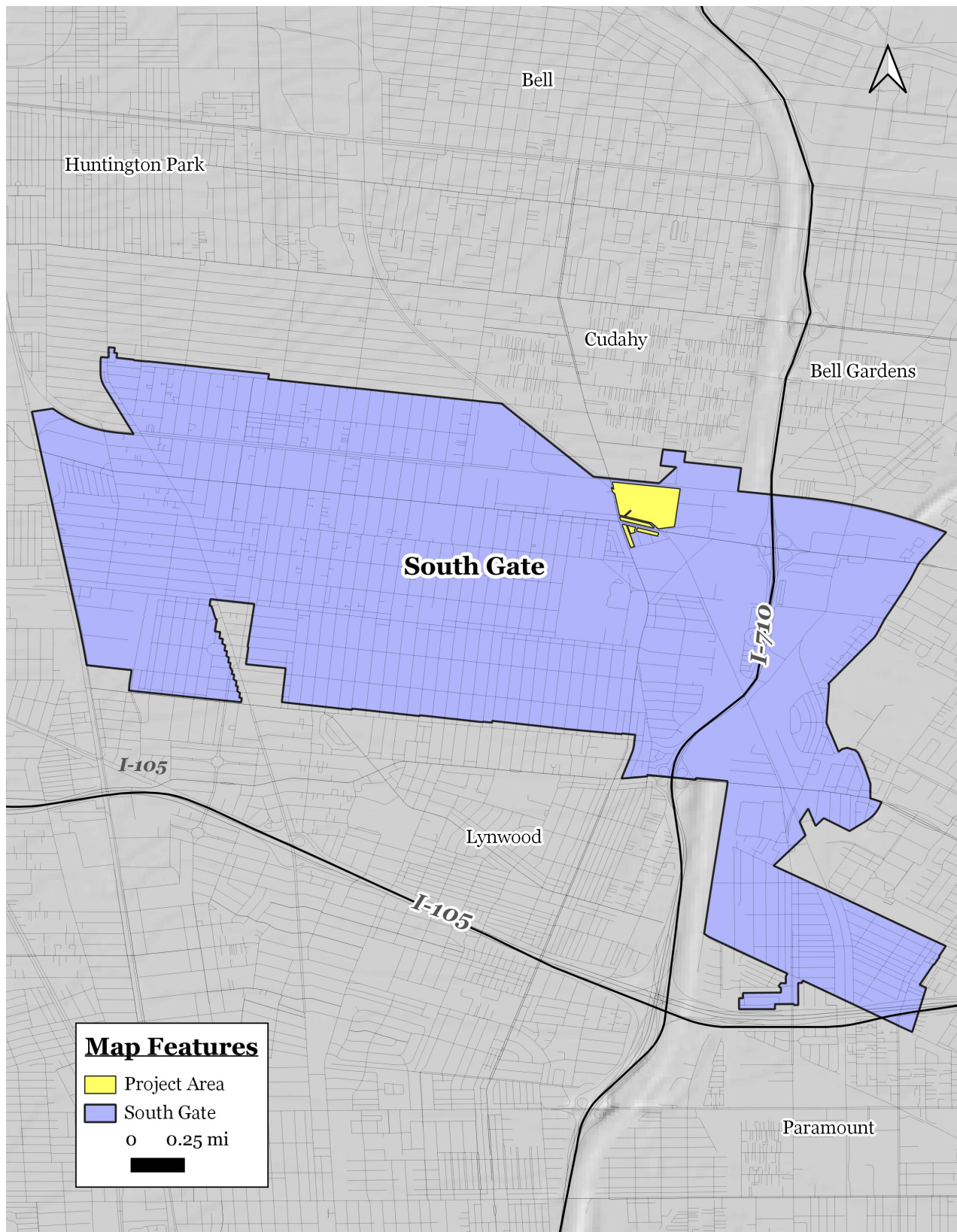


EXHIBIT 2 CITYWIDE MAP

Source: Blodgett Baylosis Environmental Planning



EXHIBIT 3
PLANNING AREA
Source: Gateway District [Draft] Specific Plan

2.2 PROJECT DESCRIPTION

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit-related investment in the District so as to create a model, mixed-use TOD surrounding the future light rail transit (LRT) station that is proposed within the District. Finally, the Specific Plan implements the City’s General Plan vision for the geographic area that is governed by the Plan and relies on the Zoning Code as the key regulatory tool for its implementation.⁷ All future development and improvements within the Planning Area will be required to meet or conform to the following requirements:

1. Future development within the Planning Area must support mixed-use transit-oriented redevelopment and infill development.
2. Future development within the Planning Area must be developed with uses and densities at intensities that support transit ridership, to reduce development pressure on adjacent existing residential areas.
3. Future development within the Planning Area must establish a cohesive public realm linking the future LRT Station to bus stops along Firestone Boulevard and Atlantic Avenue (this may include public plazas, transit plazas, pedestrian connections, or other similar public/semi-public spaces).
4. Future development within the Planning Area will be required to provide a combination of common outdoor and private open space, consistent with Zoning Code Section 11.23.050.
5. Future development within the Planning Area will be required to enhance the existing and future public realm with street furniture, bicycle facilities, and pedestrian access to the LRT Station and District development.
6. Support transit-oriented light industrial, office, and flex uses to provide a range of employment options in proximity to transit and housing.
7. Future development within the Planning Area must support establishment of outdoor retail activity, such as sidewalk cafes, farmers markets, and programmed events, to activate the District.⁸

The City of South Gate General Plan designates the Planning Area as “Gateway District, Sub-area 2”. The General Plan vision and policies identify Sub-area 2 as a potential multi-modal station (“South Gate Station”), that should become a dense transit village that would include new residential and/or office uses. This area is envisioned in the General Plan as a major destination for the City, which should be designed to support a high-level of pedestrian activity. Light Industrial/Flex uses are also envisioned to serve as a transition between the transit village and industrial areas located to the east of the Planning Area. Increasing the amount of residential and employment in proximity to the future LRT Station would also support reduction of vehicle miles travelled (VMT).⁹

⁷ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

⁸ Ibid.

⁹ Ibid.

It is important to note that the land uses and development envisioned as part of the Specific Plan's implementation are consistent with the goals and policies of Gateway District designation of the City of South Gate General Plan. The land use and development regulations of the Zoning Code are also applicable to all development activities within Plan, including design guidelines established by the Zoning Code. The location and extent of permitted land uses are illustrated in Exhibit 4. Other key elements of the Specific Plan are summarized below

- *Circulation.* The purpose of the Plan is to establish multimodal access to the Planning Area to support the establishment and quality functionality of a future LRT Station. Coordination of multi-modal streets, transit access, and transit supportive facilities are required to create a transit supportive and pedestrian-oriented setting.
- *Alternative Modes of Transit.* Pedestrian and bicycle movement throughout the District is a key component of multi-modal street network. The Specific Plan includes policies so as to establish a pedestrian- and bicycle-friendly community.
- *Open Space and Landscaping.* The conceptual landscape design approach for the Specific Plan would create a continuous and connected public realm experience that links the Firestone and Atlantic streetscapes through the Gateway Plaza, Station Plaza, and Couplet Parkway, to the bikeway proposed along Patata Street that would connect to the Los Angeles River.
- *Infrastructure and Public Services.* The Specific Plan describes the infrastructure and other public services needed to serve the future development that is envisioned as part of the Plan's implementation. The Plan establishes policies and describes improvements necessary for the upgrading and expansion of utilities, including water, wastewater, solid waste, stormwater, and natural gas, and discusses additional public facilities for police and fire protection, parks, and other public services within the District. The recommended upgrades are based on analyses of the capabilities and capacities of existing facilities and projected infrastructure needs for the future development possible as part of the Specific Plan's implementation.¹⁰

2.3 DISCRETIONARY ACTIONS

A *discretionary action* is a decision 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. As part of the proposed project's implementation, the City will consider the adoption of the Gateway District Specific Plan and the Certification of the EIR and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).



¹⁰ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.



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SECTION 3 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 (Section 3.1);	Mineral Resources (Section 3.12);
Agricultural & Forestry Resources (Section 3.2);	Noise (Section 3.13);
Air Quality (Section 3.3);	Population & Housing (Section 3.14);
Biological Resources (Section 3.4);	Public Services (Section 3.15);
Cultural Resources (Section 3.5);	Recreation (Section 3.16);
Energy (Section 3.6)	Transportation (Section 3.17);
Geology & Soils (Section 3.7);	Tribal Cultural Resources (Section 3.18);
Greenhouse Gas Emissions; (Section 3.8);	Utilities (Section 3.19); and
Hazards & Hazardous Materials (Section 3.9);	Wildfire (Section 3.20).
Hydrology & Water Quality (Section 3.10);	
Land Use & Planning (Section 3.11);	

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 followed by corresponding detailed responses. 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 implementation of the Gateway District Specific Plan *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The implementation of the Gateway District Specific Plan *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Adelanto or other responsible agencies consider to be significant.
- *Impact to be Analyzed in EIR.* The implementation of the Gateway District Specific Plan *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. The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City of South Gate in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the adoption and subsequent implementation of the Gateway District Specific Plan.

3.1 AESTHETICS

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			×
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?			×
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			×
D. 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?	×		

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A.** *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? • No Impact.*

The Gateway District consists of heavy industrial uses, light industrial uses, retail, general commercial, lodging, and restaurants. A number of buildings within the Planning Area are blighted along the north side of the Firestone Boulevard and these buildings are in need of improvement. Buildings need repairs and fresh paint and there are blighted buildings along the north side of the street. In addition, streets and sidewalks are dilapidated and are in need of repair. Currently, there is no overall coherent design character or theme within the Gateway District. The parcels located within the Planning Area range in size from 3,000 square feet to over 15 acres. The largest parcels are all situated in the area north of Firestone Boulevard. Many of the smaller parcels are located along the east side of Atlantic Avenue (south of Atlantic Avenue) and both sides of Firestone Boulevard. The adoption and subsequent implementation of the Gateway District Specific Plan includes various goals, policies, and design standards that will enhance the visual appearance of the existing land uses and development within the Planning Area. In addition, the Specific Plan includes guidance regarding the design of new development. As a result, no adverse visual impacts will result from the implementation of the Specific Plan.

- 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? • No Impact.*

According to the California Department of Transportation (Caltrans), none of the arterial roadways within the Gateway District Specific Plan are designated scenic highways. In addition, the vegetation present within the Planning Area consists of species typically used for landscaping (palm trees, turf, etc.). The Planning Area is currently developed and does not contain any scenic rock outcroppings.

Lastly, the Specific Plan's implementation will not involve the removal of any buildings listed in the State or National Registrar (refer to Section 3.5). As a result, no impacts will occur.

- C.** *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly accessible vantage point)? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?* • **No Impact**

The topography of the Planning Area is generally level and is developed. The main purpose of the Gateway District Specific Plan is to promote urban design elements that will enhance the appearance of the Planning Area. The adoption and subsequent implementation of the Gateway District Specific Plan will improve the Planning Area's image through the implementation of the design measures included in the Specific Plan. The implementation of the Specific Plan will not degrade the site and surrounding area and no impacts are likely to occur. Any future occupants will be required to conform to applicable development standards of the Gateway District Specific Plan. As a result, no significant adverse impacts will occur.

- D.** *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* • **Impact will be Analyzed in EIR.**

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. For example, lighting emanating from unprotected or unshielded light fixtures may shine through windows that could disturb the residents inside. Sensitive receptors refer to land uses and/or activities that are especially sensitive to light and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate. The closest sensitive receptors to the Planning Area will include the residential development permitted under the Specific Plan. The Specific Plan identifies the following guidelines for controlling light spillover:

- *Section 6.7.1.C.* Light fixtures should minimize light spillage with full cut-off luminaires.
- *Section 6.7.6.* As fixtures are upgraded, sustainability features such as LED, timers, and dimmers should be considered wherever possible.

The EIR will analyze the light and glare impacts associated with the implementation of the Gateway District Specific Plan.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural uses?			✗
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?			✗
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			✗
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?			✗
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A.** *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses? • No Impact.*

According to the California Department of Conservation, the City of South Gate does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Gateway District is presently occupied by a Mix of Uses though no agricultural uses and/or activities are located within the Planning Area. As a result, no impacts will occur.

- B.** *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? No Impact.*

No agricultural activities are located within the Planning Area. The applicable general Plan and zoning designations do not permit agricultural land uses within the land area governed by the Gateway District Specific Plan. Furthermore, the parcels located within the land area governed by the Specific Plan are developed in urban uses. No farming or other types of agricultural land uses are found in the Planning Area.¹¹ In addition, there are no properties within the Planning Area that are subject to a Williamson Act Contract.¹² As a result, the adoption and

¹¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2020.

¹² 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

subsequent implementation of the Gateway District Specific Plan will not result in any impacts on existing Williamson Act contracts.

- C.** *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?* • *No Impact.*

The City of South Gate and the area governed by the Gateway District Specific Plan are located in the midst of a larger urban area and no forest lands are located within the City or within this portion of the Los Angeles County. The City of South Gate General Plan and the Zoning Ordinance do not provide for any forest land preservation. As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

- D.** *Would the project result in the loss of forest land or conversion of forest land to a non-forest use?*
• *No Impact.*

No forest lands are found within the City of South Gate nor do the applicable General Plan land use designations provide for any forest land protection. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts related to the loss or conversion of existing forest lands. Therefore, no impacts will result from the project's implementation.

- E.** *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?* • *No Impact.*

No agricultural activities, farmland uses, or forest uses are located in the geographic area governed by the Gateway District Specific Plan.¹³ As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not involve the conversion of any existing farmland area to urban uses or the conversion of forest land to non-forest uses. As a result, no impacts are anticipated.

¹³ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2020.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?			✗
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	✗		
C. Would the project expose sensitive receptors to substantial pollutant concentrations?	✗		
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		✗	

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable Air Quality Plan?* • No Impact.

The Planning Area governed by the Gateway District Specific Plan is located within the SCAB which covers a 6,600-square-mile area within Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. The SCAB is subject to the Final 2016 Air Quality Management Plan (AQMP) was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

The purpose of the Plan is to ensure conformity with the adopted General Plan. This area was identified for redevelopment under the City's General Plan since the future railroad right-of-way for the Eco-Rapid Transit will extend through the Planning Area. The General Plan land use designations are consistent with the planning area's zoning designations. The type of development envisioned under the Gateway District Specific Plan was also anticipated under the General Plan. Moreover, the Transit Oriented In-fill Development permitted under the Specific Plan and the General Plan are consistent with SCAG efforts to promote Higher Density Development in close proximity to regional Light Rail Transportation nodes. As a result, no impacts related to the implementation of the AQMP are anticipated.

- B. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***
• *Impact will be Analyzed in EIR.*

The implementation of the proposed General Plan Update would result in new emissions being generated due to the build-out of the Planning Area. The thresholds of significance that have been recommended by the SCAQMD for these new emissions were developed for individual development projects. Under the General Plan, varying amounts of development would likely occur over time until build-out of the proposed General Plan Update is achieved. Many of the individual projects would be small and generate mobile and stationary emissions that do not exceed the SCAQMD's recommended thresholds of significance.¹⁴ Although the City would not consider these projects to cause a potentially significant air quality impact, each project would be required to implement the General Plan's and the Specific Plan's objectives, policies, and implementation programs that address air quality in order to minimize emissions. Through the environmental review process for individual projects, additional mitigation may also be required to further reduce emissions and potential impacts. However, these future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available.

The development envisioned under the Plan will gradually replace the industrial uses that dominate the Planning Area. These uses are predominately automotive repair and logistics. The conversion of the logistics uses to mixed-use development will result in less truck traffic than the existing conditions. In addition, the Specific Plan will ensure conformity with the General Plan. The General Plan's land use designations are consistent with the area's underlying zoning districts as well as with the preferred land use types identified in the Specific Plan. The type of development that was anticipated for the Gateway District was evaluated as part of the General Plan update process.

The contractors will be required to adhere to all pertinent SCAQMD regulations governing the control of fugitive dust emissions. The total cumulative operational emissions generated by the future development may exceed operational thresholds of significance. As indicated previously, the land uses envisioned under the Specific Plan are consistent with those identified in the General Plan. The EIR will analyze the air quality impacts associated with the implementation of the Gateway District Specific Plan.

- C. *Would the project expose sensitive receptors to substantial pollutant concentrations?*** • *Impact will be Analyzed in EIR.*

As indicated previously, the SCAB is a designated non-attainment area for ozone and particulates. As stated in the previous subsection, the projected long-term emissions related to the adoption and subsequent implementation of the Gateway District Specific Plan will be the same as that envisioned for the implementation of the South Gate General Plan. In addition, the project is an Infill Development, which is beneficial because it reduces urban sprawl and the overall vehicle miles traveled (VMT) by being located on an underutilized parcel in a developed area. The specific plan will foster the development of Transit-Oriented Uses. These uses will be served by the future West Santa Ana Branch of the Eco-Rapid Transit. Finally, the proposed Gateway District Specific Plan will not exceed these adopted projections used in the preparation of the Regional Transportation Plan. The Specific Plan is consistent with the General Plan and will implement the goals and policies identified in the General Plan for the Gateway District. The General Plan anticipated the type and intensity of development that would occur in the Planning Area. The EIR will analyze the air quality impacts associated with the implementation the Specific Plan.

¹⁴ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? • Less than Significant Impact.

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptors include the residential development located 300 feet to the west of the Planning Area's southern section along both sides of May Court. No impacts beyond those identified in the EIR prepared for the City of South Gate General Plan will occur. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		✗	
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✗
C. Would the project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✗
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?			✗
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✗		
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Vegetation within the City consists primarily of ornamental landscaping. Plants and trees within the larger area are limited to parks, street landscaping, some riparian zones around the Los Angeles River and private yards and gardens. There are no known threatened or endangered plants or wildlife species known or suspected to exist within the City. According to the South Gate General Plan, there are no known threatened or endangered species in the City. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the South Gate Quadrangle indicated that out of a total of 14 native plant and animal species, five are either threatened or endangered.¹⁵ The adoption and subsequent implementation of the Gateway District Specific Plan will not have an impact on any native or natural habitats because the Planning Area is located in the midst of an urban area and there is no suitable riparian or native habitat located within, or in the vicinity of, the Planning Area. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

¹⁵ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

- B.** *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The EIR prepared for the South Gate General Plan indicated that there are no designated wetlands or riparian habitat present in the geographic area governed by the Gateway District Specific Plan. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.¹⁶ In addition, there are no designated “Blue Line Streams” located within the Planning Area. As a result, no impacts on natural or riparian habitats will result from the adoption and subsequent implementation of the Gateway District Specific Plan.

- C.** *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.*

According to the U.S. Fish and Wildlife Service National Wetlands Inventory Wetlands Mapper, the closest wetland to the Planning Area is the Los Angeles River, located approximately 0.31 miles to the east.¹⁷ The Los Angeles River is classified as a “Riverine” area which includes all wetlands and deep-water habitats contained within a channel.¹⁸ No other wetlands and natural blue line streams are located within the Planning Area or in the surrounding properties according to topographic maps published by the United States Geological Survey (USGS). The affected area will be confined to the Planning Area and will not remove, interrupt, or fill in the Los Angeles River. As a result, no wetland habitat will be disturbed by the proposed Specific Plan’s implementation.

- D.** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.*

No natural open space areas are located within the Planning Area that would potentially serve as an animal migration corridor. An estimated 8.26 acres of the Planning Area will be reserved for open space. None of this open space is wilderness or natural or native lands. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

- E.** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a Tree Preservation Policy or Ordinance? • impact to be analyzed in EIR.*

Implementation of the Gateway District Specific Plan would not conflict with any policies or ordinances protecting biological resources. No areas within the City are included in any Natural Community Conservation Plan or other Habitat Conservation Plan. Chapter 5.33, Tree Preservation and Protection, of the City’s Municipal Code governs the use of all public trees and activities which may affect all public trees. The public tree designation applies to “any single or multi-stemmed plant normally reaching mature heights of 15 feet or more, regardless of its current level of maturity, with one-half or more of its trunk or branches on or above all public property.” The EIR will analyze the impacts on street trees associated with the implementation of the Gateway District Specific Plan.

¹⁶ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

¹⁷ U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper. <http://www.fws.gov/Wetlands/data/Mapper.html>

¹⁸ U.S. Department of the Interior, Fish and Wildlife Service. *Classification of Wetlands and Deepwater Habitats of the United States*. <http://www.fws.gov/wetlands/Documents/classwet/index.html>.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan? • No Impact.

No areas within the City of South Gate are included in any Natural Community Conservation Plan or other Habitat Conservation Plan. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	×		
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			×

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A.** *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? • No Impact.*

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. The U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance through a determination of eligibility for listing on the National Register of Historic Places. 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. The adoption and subsequent implementation of the Gateway District Specific Plan will not involve any removal of historically buildings. None of the buildings that are located within the Planning Area are included on a list of historic resources compiled by the United States Department of the Interior, National Park Service. In addition, none of the buildings that occupy the Planning Area are present on the list of historic resources identified by the State Office of Historic Preservation (SHPO). The City's General Plan does not identify any specific historical resource such as a building or monument that may be affected by the project. As a result, no impacts are anticipated with the proposed project's implementation.

- B.** *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? • Impact will be Analyzed in EIR.*

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.¹⁹ Gabrieleño villages were often located near bodies of water, such as the Los Angeles River and the Rio Hondo River. The closest known village to the City of South Gate is Tajauta, located in the unincorporated neighborhood of Willowbrook.²⁰ The Specific Plan will promote new development located in an area that is occupied by industrial and commercial

¹⁹ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site1>

²⁰ TongvaPeople.com. *Villages*. <http://tongvapeople.com/villages.html>

uses. In addition, the Planning Area has been subject to extensive disturbance in order to accommodate the existing development. In the unlikely event that artifacts and/or remains are uncovered by construction crews, all excavation and grading activities shall be halted, and the South Gate Police Department will be contacted (the Department will 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.”

In addition, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. The EIR will analyze the cultural resources impacts associated with the implementation of the Gateway District Specific Plan.

- C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*
- *No Impact.*

There are no cemeteries located within the City of South Gate. The nearest cemetery to the Planning Area is Angeles Abbey Memorial Park located more than 3.74 miles to the southeast. No other cemeteries are located in the vicinity of the Planning Area. In the unlikely event that a human burial is encountered, all construction activities shall be halted, and South Gate Police Department will be contacted (the department will then contact the County Coroner). In the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.6 ENERGY

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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 resources during project construction or operation?	✗		
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	✗		

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? • Impact to be Analyzed in EIR.*

The project would involve adoption and subsequent implementation of the Gateway District Specific Plan. The project Applicant will work with the local electrical utility company to identify existing and future strategies that will be effective in reducing energy consumption. The EIR will analyze the air quality impacts associated with the implementation of the Gateway District Specific Plan.

- B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Impact to be Analyzed in EIR.*

The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ design measures to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Future improvements, including the electrical upgrades, will conform to all state and local building code and lighting regulations. The EIR will analyze the air quality impacts associated with the implementation of the Gateway District Specific Plan.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?		✗	
B. Would the project result in substantial soil erosion or the loss of topsoil?		✗	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✗	
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?		✗	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?			✗
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- 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, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? • Less than Significant Impact.*

The City of South Gate is located in a seismically active region. Earthquakes from several active and potentially active faults in the Southern California region could affect the Planning Area. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.²¹ The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.²² The City of South Gate was not included in any Alquist-Priolo Special Studies Zone.²³ 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 Planning Area is the Newport Inglewood

²¹ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

²² Ibid.

²³ California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

Fault, located approximately five miles southwest of the City. Other nearby significant faults include the Whittier and Palos Verdes faults. The potential impacts in regard to ground shaking and fault rupture are less than significant since the risk is no greater in and around the Planning Area than for the rest of the area.

The Planning Area 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 Planning Area than the rest of the City. In addition, compliance with the most recent State and Local building codes will minimize potential impacts related to liquefaction. Lastly, the Planning Area is not at risk for landslides and is at no greater risk for ground shaking, fault rupture, and liquefaction than the rest of the City. Therefore, the impacts are expected to be less than significant.

B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the Planning Area is underlain with soils of the Hanford association. The Hanford soils association was placed into Class II, which are soils described as having some limitations. Hanford soils are at a slight risk for erosion; however, the Planning Area is presently developed, and the underlying soils were disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for development, as evident by the current level of urbanization present within the Planning Area. The Planning Area is level and the potential soil erosion impacts will be less than significant.

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

Soils of the Hanford association underlie the Planning Area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for urban development. The surrounding area is relatively level and is at no risk for landslides. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the development envisioned under the Gateway District Specific Plan since the new development will be constructed with the adherence to the most pertinent building codes. In addition, any new development will be required to be connected to the City's water lines; therefore, the project's operation will not utilize or affect groundwater supplies that may be present below the site. The Planning Area is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects will be less than significant with conformance to the most stringent building standards.

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? • Less than Significant Impact.

The soils that underlie the Planning Area are not prone to shrinking and swelling. According to the United States Department of Agriculture, clay is not present in the composition of Hanford Soils Association. As a result, no impacts related to expansive soils are anticipated.

- E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.*

No septic tanks will be used as part of any future development. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

- F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? • No Impact*

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

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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?	✗		
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project generate Greenhouse Gas Emissions, either directly or indirectly, that may have a significant impact on the environment? • Impact to be Analyzed in EIR.*

Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influence global warming are described below.

- *Water Vapor.* Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant while it remains in the atmosphere, it maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to “hold” more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus facilitating further warming of the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.
- *Carbon Dioxide (CO₂).* The natural production and absorption of CO₂ is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO₂ include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities (the burning of fossil fuels) have increased the atmospheric concentrations of CO₂. Prior to the industrial revolution, concentrations were fairly stable at 280 parts per million (ppm). The International Panel on Climate Change (IPCC Fifth Assessment Report, 2014) emissions of CO₂ from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.

- *Methane (CH₄)*. CH₄ is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO₂. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO₂, N₂O, and Chlorofluorocarbons (CFCs)). CH₄ has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N₂O)*. Concentrations of N₂O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N₂O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC)*. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C₂H₆) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC)*. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF₃), HFC-134a (CF₃CH₂F), and HFC-152a (CH₃CHF₂). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. Concentrations of HFC-23 and HFC-134a in the atmosphere are now about 10 parts per trillion (ppt) each. Concentrations of HFC-152a are about 1 ppt. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC)*. PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF₄) and hexafluoroethane (C₂F₆). Concentrations of CF₄ in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF₆)*. SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF₆ has the highest global warming potential of any gas evaluated; 23,900 times that of CO₂. Concentrations in the 1990s were about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

The State of California requires CEQA documents to include an evaluation of Greenhouse Gas (GHG) Emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural processes and human activities include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. Some examples of observed changes include shrinking glaciers, thawing permafrost, late freezing, early break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. The adoption and subsequent implementation of the Gateway District Specific Plan will promote development consistent with State and local efforts to curb the emissions of GHG. The Specific Plan will facilitate the growth of in-fill transit-oriented development along a future LRT line. In addition, the Plan will encourage focused mixed-use, transit-oriented development, and higher density residential uses, near existing transit and the future Gateway District LRT station and promote walking, biking, and transit use, while reducing vehicle miles travelled. The Gateway District Specific Plan includes a wide range of goals and policies that will establish the framework for the Plan. The EIR will analyze the greenhouse gas and air quality impacts associated with the implementation of the Gateway District Specific Plan.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • No Impact.

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 Specific Plan will not be in conflict with the policies outlined in the Green City Element of the General Plan. The Specific Plan will promote the use of bicycles, light rail, and local bus lines. A new LRT station will be constructed within the center of the Planning Area. This new station will serve the West Santa Ana Branch of the future Eco-Rapid transit line. The Plan will also introduce new bicycle paths and bus terminals. The addition of these amenities will provide residents, patrons, and employees an option to use alternative forms of transportation.

Furthermore, there will also be a regional benefit in terms of a reduction in VMT because it is classified as an infill project that is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). The Specific Plan will provide employment opportunities for local residents, local shopping and dining establishments, and residential uses, thereby reducing VMT and reducing trip length for vehicle trips in the surrounding area. No impacts are expected to result from the adoption and subsequent implementation of the Specific Plan given the Plan's conformity with State and local goals of promoting infill development.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✗		
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✗	
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✗
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✗
E. Would the project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?		✗	
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✗
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Impact to be Analyzed in EIR.*

The Specific Plan will require the demolition of the existing commercial and industrial development located within the Planning Area. Many of the buildings located within the Planning Area are older and were likely built prior to 1978. Therefore, lead based paint (LBP) and/or asbestos containing materials (ACM) may be present in some of the structures located within the Planning Area. As a result, the project Applicant and contractors will be required to remove the ACM and LBP in accordance with State regulations. None of the buildings that are located within the Planning Area are listed on the California Department of Toxic Substances Control's Hazardous Waste and Substances database. None of the properties located within the Planning Area are identified on the California Department of Toxic Substances Control's EnviroStor database. In addition, the Planning Area is not identified on any Leaking Underground Storage Tank database (LUST). The United States Environmental Protection Agency's multi-system search was consulted to determine whether the Planning Area is identified on any Federal Brownfield List; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. A total of six properties are identified in the

database. These properties include: 4988 East Firestone Boulevard; 4973 East Firestone Boulevard; 4953 East Firestone Boulevard; 4933 East Firestone Boulevard; 4911 Mason Street; and 4933 Mason Street. These properties are identified as small quantity generators, which is typical for small light industrial uses and auto repair shops. These uses are required to report to the EPA due to their use, storage, and disposal of hazardous materials such as motor oil, hydraulic fluids, etc. Therefore, it is likely that contaminants leaking from vehicles may have stained the surface pavement, the concrete flooring, and possibly the underlying soil. Lead based paint and asbestos containing materials may also be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the building present on-site. The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities.

A majority of the existing uses with the Planning Area are automotive-related, storage, and logistics related. Any staining encountered on floors and paved areas can be traced to oil, hydraulic fluids, and transmission fluids. These fluids may have penetrated the surface and contaminated the underlying soils. Potential contaminants of concern may include Total Petroleum Hydrocarbons (TPH) and Volatile Organic Compounds (VOCs). As individual development projects are proposed, future Applicants must obtain and submit a Phase I/II report to City staff for review. The Planning Area are-development will first require remediation to prepare affected areas for development. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. The mandatory cleanup of potential contamination is considered beneficial since removal of contaminated soils and or the control of possible vapor release is required prior to the start of construction activities. The EIR will characterize the mitigation measures that will be applicable to future development within the Planning Area.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.

Due to the nature of the proposed project (Mixed-Use Development), the use of any hazardous materials will be limited to those that are commercially available and typically used in a household/office setting. Additionally, all older building materials located in the existing building containing ACM/LBP will be removed by a certified abatement contractor. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws before the City issues any building permit. Once operational, the use of hazardous materials for the new development promoted by the Plan will largely consist of those commonly found in a commercial setting used in routine maintenance and cleaning. All future tenants will need to comply with all Federal and State regulations regarding hazardous materials. As a result, the potential impacts are anticipated to be less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No Impact.

The Planning Area is not located within a quarter mile of an existing school. The nearest school is Christa McAuliffe Early Education Center, located approximately 0.35 miles to the southwest of the Planning Area.²⁴ Hazardous chemicals and materials used through the Planning Area will be limited to common household

²⁴ Google Earth. Website accessed June 13, 2017.

maintenance and cleaning products. Because of the nature of the anticipated uses, no hazardous or acutely hazardous materials will be emitted. As a result, no impacts from the operation of the future uses are anticipated. The future development anticipated under the Specific Plan will involve the grading of the area and the removal of the existing development and improvements. During these activities, lead and/or asbestos containing materials as well as stained asphalt, concrete, and contaminated soil may be encountered. The handling, removal, and disposal of the aforementioned items are governed by State and Federal regulations. Therefore, adherence to all pertinent regulations governing the handling of hazardous materials will reduce potential impacts to levels that are less than significant.

- D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? • No Impact.*

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the DTSC's Brownfields and Environmental Restoration Program referred to as EnviroStor. The database currently contains 575 sites, including the Federal Superfund sites. A search of the Envirostor Hazardous Waste and Substances Site List website was completed to identify whether the Planning Area is listed in the database as a Cortese site. The Planning Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. Five Cortese sites are located in the City including the following:

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

The implementation of the proposed project will not be impacted by any of the aforementioned Cortese sites. As a result, no impacts will result.

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

The Planning Area is not located within two miles of an operational public airport. The Compton-Woodley Airport is located in the City of Compton approximately five miles to the southwest of the Planning Area. The Planning Area is not located within the Runway Protection Zone (RPZ) for the Compton-Woodley Airport, and the development envisioned under the Specific Plan will not penetrate the airport's 20:1 slope. Essentially, the adoption and implementation of the Specific Plan will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. Thus, no impacts will occur.

F. Would the project impair implementation of or physically interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan? • No Impact.

The Planning Area is not located within two miles of a *private* airstrip. As a result, the development envisioned under the Specific Plan will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? • No Impact.

The Planning Area is not located within a “Very High Fire Hazard Severity Zone.” As a result, no impacts will result from the proposed project’s implementation.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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 groundwater quality?		✗	
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?		✗	
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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 stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?			✗
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?		✗	
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		✗	

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? • Less than Significant Impact.*

As part of the adoption and subsequent implementation of the Gateway District Specific Plan and the new development supported by the Plan, certain improvements will be installed that will affect the amount of potential storm water runoff. The major source of potential water pollution is related to sheet runoff capturing surface pollutants that are then conveyed into the local storm water system that is composed of gutters, drains, catch basins, and pipes. This storm water infrastructure collects the rainwater runoff and ultimately deposits everything it gathers, including contaminants and debris, into the ocean. The Specific Plan contains policies aimed at reducing storm water runoff and preventing the discharge of contaminated runoff into the local storm drains. The Plan calls for the use of operational Best Management Practices (BMPs) including bioswales. bioswale corridor is proposed under the current specific plan. This Bioswale corridor will treat water runoff from adjacent streets and development. Bioswales are typically shallow trenches with gently sloping slopes that are lined with dense low-lying vegetation. Under drains may be installed if the underlying soils are not conducive to stormwater percolation. Additionally, the Specific Plan contains the following guidelines:

- *Section 6.4.1.4.* Landscape plans should incorporate provisions for stormwater runoff, which may include bioswales, grassy swales, detention, or similar bioretention, and other comparable LID methods.

- *Section 6.4.2.7.* Where needed, drainage areas should be connected to existing stormwater conveyance or LID design solutions.
- *Section 6.4.2.7.* Where needed, drainage areas should be connected to existing stormwater conveyance or LID design solutions.
- *Section 6.4.5.1.* The use of bioswales, appropriately located curb breaks, roof gutter diversions, permeable streetscape paving, medians, and bike lane surfaces, and other LID design options are all encouraged.
- *Section 6.4.5.2.* LID solutions for sidewalks, plazas, and special design areas are encouraged.
- *Section 6.4.5.3.* Where utilized, the design of bioswales should be carefully coordinated with the urban design of the District.

The future development will be required to implement the specific plan's policies for addressing storm water runoff and runoff contamination. The inclusion of operational BMPs such as bioswales will reduce potential stormwater impacts to levels that are less than significant.

- B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? • Less than Significant Impact.*

The Planning Area is underlain by Holocene-age alluvial deposits consisting of silt, clay, and discontinuous lenses of sand. These sediments represent river system deposits derived from the ancestral Los Angeles and Rio Hondo Rivers. The Upper Pleistocene-age Lakewood Formation consists predominantly of fine-grained silt and clay while the lower portion of the Lakewood formation contains greater percentages of sand with some gravel lenses. The Lower Pleistocene-age San Pedro Formation extends from a depth of approximately 275 to 1,200 feet below ground surface (bgs) and consists of marine and continental gravel, sand, sandy silt, silt, and clay. The City's Water Division is the primary supplier of water, though the Hollydale area is served by the Golden State Water Company. Water is derived from local groundwater wells operated by the Water Division. The City also imports water from the Metropolitan Water District (MWD), the City of Downey, and the Golden State Water Company. However, these secondary sources are generally reserved for emergencies. In addition, any new development will be connected to the City's water lines and is not anticipated to deplete groundwater supplies through the direct consumption of the water. The Specific Plan calls for the installation of Xeriscape landscaping and water efficient appliances to reduce the burden placed on the City's water resources. Future water consumption will be limited to that used for landscaping, restroom use, and routine maintenance and cleaning. Adherence to the required BMPs identified in the Specific Plan will restrict the discharge of contaminated runoff into the local storm drain system. As a result, the impacts will be less than significant.

- C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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 stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • No Impact.*

No natural drainage or riparian areas remain within the Planning Area due to the past development. Additionally, the Planning Area is located 0.31 miles to the west of the channelized Los Angeles River.²⁵ All development permitted under the Specific Plan will be restricted to the designated Planning Area and will not alter the course of the Los Angeles River. In addition, the future development will not substantially alter the Planning Area's natural drainage patterns because previous construction activities have altered this area's original drainage patterns. No other bodies of water are located in and around the Planning Area. As a result, no impacts will occur.

D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? • Less than Significant Impact.

There are no natural lakes or streams within the Planning Area. The Planning Area is located in the midst of an industrial/commercial area and no natural drainage features are found within the Planning Area or the adjacent parcels. As a result, no impacts are anticipated.

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? • Less than Significant Impact.

Future development proposed within the Planning Area must adhere to Title 6 – Health and Sanitation, Chapter 6.67 – Storm Drains of the City of South Gate Municipal Code. This chapter regulates the discharge of stormwater within the City. According to the aforementioned chapter, the future project Applicant shall submit an LID plan to the department of community development prior to the submittal of an application for the first planning or building approval for a new planning priority project development project. The LID plan shall include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention, 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.

In addition, the proposed project will not create excess runoff that will exceed the capacity of the existing storm water drainage system. All future development will be required to implement operational BMPs identified in the Specific Plan, which include the installation of the bioswale corridor. These operational BMPs will reduce the amount of stormwater runoff discharged into the streets. Implementation of the previously mentioned BMPs will reduce potential impacts to levels that are less than significant.

²⁵ Google Earth. Website accessed June 13, 2017.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?			✗
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?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community? • No Impact.

The development contemplated under the Gateway District Specific Plan will not divide or disrupt an established community since the Planning Area currently contains commercial and industrial uses. In addition, the adoption and subsequent implementation of the Specific Plan will not result incompatible land uses. The Specific Plan was established to take advantage of the future West Santa Ana Branch of the Eco-Rapid transit line and the Planning Area's location. The railroad right-of-way will traverse the center of the Planning Area in a northwest-southeast orientation while the ancillary light rail transit station will be located within the Planning Area. The Specific Plan will promote the development of mixed-use transit oriented in-fill along proposed commuter line. This new development will reduce overall VMT since future commercial and residential uses will be located in close proximity to the Eco-Rapid transit line and station. In addition, the development envisioned under the Specific Plan will also benefit from the presence of the nearby Azalea Regional Shopping Center. As a result, no impacts will result.

The proposed project will be confined within the Planning Area's boundaries. The granting of the requested entitlements and subsequent construction and operation 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 with respect to this issue will occur.

B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.

The proposed project involves the adoption and subsequent implementation of the Gateway District Specific Plan. The adoption of the Specific Plan will not conflict with any applicable land use policy, plan, or regulation set by the State or the City. The following are recent and ongoing planning projects that have provided direction and established a foundation for the Gateway District Specific Plan.²⁶

- *General Plan 2035 (2009).* The Plan was developed in compliance with requirements of Government Code Sections 65450-65457. Per California State law, specific plans must be internally consistent with the jurisdiction's general plan. The Plan is consistent with, and provides a framework for, implementing the

²⁶ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

goals, land uses, and policies of the General Plan. The Plan further enables and creates criteria for focusing mixed-use, transit-oriented, and higher density residential uses near existing and future transit service areas.

- *Comprehensive Zoning Code and Citywide Zoning Map (2015)*. The Zoning Code provides the regulatory framework for implementing the General Plan. The Plan provides policies and regulations and relies on the Zoning Code regulations and guidelines of the established TV, UN, and IF base zones. The Zoning Code standards for these zones, and all associated regulations, shall govern the District. However, the Plan provides supplemental regulations and modifications to create a location-specific plan for a successful LRT Station, to achieve the vision for the Gateway District. Where the Plan is silent on a topic, the Zoning Code requirements shall apply.
- *SCAG 2016-2040 RTP/SCS*. The 2016-2040 RTP/SCS sets forth a vision of compact and walk able urban areas that are serviced by numerous alternative transportation opportunities. It focuses on expanding passenger rail, encouraging alternatives to driving alone, promoting active transportation, and focusing on complete streets approaches to roadway improvements. The Plan is consistent with the goals, policies, and land use strategies of the RTP/SCP. These goals include maximizing accessibility, growing a sustainable regional transportation system, improving air quality by encouraging biking and walking, and encouraging growth that facilitates transportation. Specifically, the Plan is identified as a future High Quality Transit Area centered on the future LRT Station, contributing the SCAG vision of connecting communities through public transit.
- *City of South Gate Bicycle Transportation Plan (2012)*. The South Gate Bicycle Transportation Plan is the guiding document for all bicycle infrastructure policies, programs, and improvements, within the City. This Plan identifies policies and criteria to implement the Bicycle Transportation Plan, support, and increase bicycling as a mode of transportation, and extend the bicycle network to and throughout the Gateway District.²⁷

Per California State law, specific plans must be internally consistent with the jurisdiction's general plan. The City's General Plan 2035 regulates land uses in the Gateway District Specific Plan area. The General Plan established land use designations as well as allowed Place Types within each of these land use designations. Since the Specific Plan will not result in a deviation from the City's zoning ordinance or General Plan, no impacts will result from the Plan's adoption and implementation.

²⁷ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?			×
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?			×

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? • No Impact.*

The Planning Area is not located in a Significant Mineral Aggregate Resource Area (SMARA) nor is it located in an area with active mineral extraction activities. In addition, according to the SMARA study area maps prepared by the California Geological Survey, the City of South Gate is located within the larger San Gabriel Valley SMARA (identified as the Portland cement concrete-grade aggregate). However, as indicated in the San Gabriel Valley P-C region MRZ-2 map, the Planning Area is not located in an area where there are significant aggregate resources present. A review of California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there is one well located within the Planning Area. According to DOGGR, the well is located ten feet to the south of the existing railroad right-of-way that extends parallel to Patata Street and 850 feet east of Atlantic Avenue. This well is presently plugged and abandoned. Although the well is plugged and abandoned, any future development undertaken near the well will not be permitted unless the well is re-abandoned. As a result, the potential impacts are considered to be less than significant.

- B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.*

As indicated in the previous subsection, there is one well located within the Planning Area. This well will need to be re-abandoned prior to the commencement of construction activities. The Specific Plan's implementation will not interfere with any mineral extraction activities located within the Planning Area. The resources and materials used in new construction will not include any materials that are considered rare or unique. No impacts beyond those identified in the EIR prepared for the City of South Gate General Plan will occur. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

3.13 NOISE

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?	✗		
C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- 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? • Impact to be Analyzed in EIR.*

The current noise environment within the area surrounding the Planning Area is dominated by traffic noise from Atlantic Avenue, Firestone Boulevard, the uses located within the Planning Area, and the Azalea Regional Shopping Center parking lot. The Planning Area is located within the 60-70 CNEL boundaries as identified in the City's Noise Element. According to Table N-4 of the City's Noise Element, the Planning Area is located within an area that contains conditionally acceptable noise levels for multiple-family residential. The commercial component of the Specific Plan will be located within the normally acceptable range. Ambient noise levels are expected to rise with the opening of the new Eco-Rapid transit line. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid transit line as well as future freight traffic. The Eco-Rapid transit will operate on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Therefore, all units located within the line-of-sight with the railroad right-of-way must install sound proof windows. The EIR will analyze the noise impacts associated with the implementation of the Gateway District Specific Plan.

- B.** *Would the project result in generation of excessive ground borne vibration or ground borne noise levels? • Impact to be Analyzed in EIR.*

The current noise environment within the Planning Area is dominated by traffic noise emanating from nearby arterial roadways and the I-710 Freeway. Aircraft flying over the site on approach to LAX are another source of noise. Any future development will be required to adhere to the City's noise control requirements. Once operational, future development permitted under the Specific Plan will not generate excessive ground-borne noise because the project's operation will not require the use of equipment capable of creating ground-borne noise. Future sources of noise will include noise emanating from future railroad operations as well as from the existing

industrial uses. According to the Specific Plan, the existing railroad right-of-way will accommodate the new Eco-Rapid Transit Line as well as future freight traffic. The Eco-Rapid transit will run on elevated tracks while the heavy freight lines will run along the at-grade tracks. The operation of the heavy freight rail will increase noise and vibration at the ground level, while increased noise levels from the elevated Eco-Rapid train are anticipated to affect tenants occupying the upper stories of future mixed-use development. Noise generated by adjacent industrial uses will be attenuated by the employment focused and flex land uses designated for sub-areas M,N,O, K, and L. These uses are intended to be commercial focused in order to create a noise buffer zone between the adjacent industrial uses and the future mixed-use development. The EIR will analyze the operational noise impacts associated with the implementation of the Gateway District Specific Plan.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.²⁸ In this study, the noisiest phases of construction for non-residential development is presented as 89 dBA as measured at a distance of 50 feet from the construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario the 89 dBA value was used as an average noise level for the construction effort. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. There are no noise sensitive uses located within the immediate vicinity of the Planning Area. The closest noise sensitive receptors include the residential development located 300 feet to the west of the Planning Area's southern section along both sides of May Court.²⁹ These units are not within the line-of-sight of the Planning Area. In addition, construction noise emanating from the Planning Area will be attenuated by the existing commercial development located along the west side of Atlantic Avenue and will be subject to the principle of spreading loss. The EIR will analyze the construction noise impacts associated with the implementation of the Gateway District Specific Plan.

- C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.*

The Planning Area is not located within two miles of an operational public airport. The Compton-Woodley Airport is located in the City of Compton approximately five miles to the southwest of the Planning Area. As a result, no impacts related to the exposure of persons to aircraft noise from a public use airport are anticipated.

²⁸ USEPA, Protective Noise Levels. 1971

²⁹ Google Earth. Web site accessed June 13, 2017.

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	✗		
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? • Impact to be Analyzed in EIR.*

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.³⁰ The purpose of the Plan is to ensure conformity with the adopted General Plan. This area was identified for redevelopment under the City's General Plan since the future railroad right-of-way for the Eco-Rapid Transit will extend through the Planning Area. The General Plan land use designations are consistent with the Planning Area's zoning designations. The type of development envisioned under the Gateway District Specific Plan was also anticipated under the General Plan. Moreover, the transit oriented in-fill development permitted under the Specific Plan and the General Plan are consistent with SCAG efforts to promote higher density development in close proximity to regional light rail transportation nodes. The EIR will analyze the population and housing impacts associated with the implementation of the Gateway District Specific Plan.

- B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? • No Impact.*

As indicated previously, the Planning Area contains industrial and commercial uses. There are no residential units located within the Planning Area. As a result, no impacts will occur.

³⁰ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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, need for 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 for: fire protection; police protection; schools; parks; or other public facilities?	✗		

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in fire protection; police protection; schools; parks; or other public facilities? • Impact to be Analyzed in EIR.*

Fire Department

South Gate contracts with the Los Angeles County Fire Department for fire protection and emergency services. The residential, commercial, and mixed-use development, once occupied, will be periodically inspected by the Los Angeles County Fire Department. In addition, the Fire Department will review the development plans to ascertain the nature and extent of any additional measures that may be required to meet any Fire Code requirements. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, fire hydrants, interior sprinklers, and et cetera. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. The EIR will analyze the fire department impacts associated with the implementation of the Gateway District Specific Plan.³¹

Law Enforcement

Law enforcement services in South Gate are provided by the South Gate Police Department. The Police Department is located in the Civic Center. As part of the Police Department's annual review, demand shall be evaluated, and resources allocated as necessary. Per Metro's Transit Service Policy, LRT service operates from 4:00 AM to 2:00 AM, and bus service may operate subject to Metro Rapid Bus hours. To promote transit usage and enhance safety throughout the Plan, the following policies apply:³²

³¹ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009.

³² City of South Gate. *Gateway District Specific Plan [Public Review Draft]*, February 7, 2019.

- *Section 4.5.1.* Work with transit agencies to ensure that the LRT Station area, bus waiting areas, and drop-off/pick up areas are lighted and monitored via closed caption television (CCTV) to ensure passenger safety.
- *Section 4.5.2.* Locate active ground floor frontages, including retail and commercial land uses, along the station area, along passenger paths, and in other public areas.
- *Section 4.5.3.* Work with Metro to coordinate security patrol of LRT Station, bus stops, and plaza areas.

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. The EIR will analyze the law enforcement impacts associated with the implementation of the Gateway District Specific Plan.

Schools

The Planning Area is located within the service boundaries of the Los Angeles Unified School District (LAUSD). New development will be required to pay all pertinent development fees to the LAUSD. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.³³

Governmental Services

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required. The development envisioned under the Plan is consistent with the growth projections developed for the City by the Southern California Association Governments (SCAG). In addition, any impact may be partially offset by the increase in the taxes and an increase in the assessed valuation of the property. As a result, no impacts will result beyond that identified in the South Gate General Plan.

³³ City of South Gate. South Gate General Plan 2035 [Final] Environmental Impact Report. (SCH NO. 2008071028). September 1, 2009.

3.16 RECREATION

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	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. 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?			✕

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • Less than Significant Impact.*

The City of South Gate Parks and Recreation Department operates nine parks and recreation facilities throughout the City. The adoption and subsequent implementation of the Gateway District Specific Plan may lead to an incremental increase in the use of City park and recreational facilities. This potential increase will not result in a deterioration of any park facility since the Gateway District Specific Plan will include parks, plazas, paseos, and designated green space. The inclusion of both public and private open space will ease the burden placed onto the City's park facilities by the increase in population that is expected to result with the implementation of the Specific Plan. As a result, the potential impacts are expected to be less than significant.

- 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? • No Impact.*

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no impacts are anticipated.

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	✗		
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?	✗		
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✗		
D. Would the project result in inadequate emergency access?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? • Impact to be Analyzed in EIR.*

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. Each individual project proposed within the Planning Area must submit a traffic impact analysis to the City for review. However, the EIR will analyze the traffic impacts associated with the implementation of the Gateway District Specific Plan.

- B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? • Impact to be Analyzed in EIR.*

The Congestion Management Program (CMP) was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. The EIR will analyze the traffic impacts associated with the implementation of the Gateway District Specific Plan.

- C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact with Mitigation.*

The development contemplated under the Gateway District Specific Plan will result in a change or disturbance in traffic and/or street patterns. The EIR will analyze the transportation impacts associated with the implementation of the Gateway District Specific Plan..³⁴

- D. Would the project result in inadequate emergency access? • No Impact.*

The intent of the Plan is to provide adequate vehicular and parking access, consistent with use and demand, sufficient for transit users, residents, and to support economic viability and success of District uses. Throughout the District provision of reduced parking suitable for Transit Oriented Development is encouraged. District-level parking studies shall be completed when parking is proposed below the Zoning Code requirements for Urban Zones. To achieve this, the following policies apply.

1. Provide adequate vehicular and parking access;
 - a. Provide vehicular passenger drop-off/ pick-up space on 1st Street and 2nd Street adjacent to the LRT Station.
 - b. Incorporate on-street parking on 2nd Street adjacent to the railroad right-of-way for transit users.
 - c. Surface parking lots for transit users are recommended to be located on Parcels D, E, H, and K, based on proximity to the LRT Station and limited suitability for residential development.
 - d. Public structure parking for transit users is recommended to be located on Parcels F and G, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development.
2. For the purposes of this Plan, all uses inclusive of transit, residential, and nonresidential uses are encouraged to share parking facilities and resources.
 - a. Parking may be provided on or off-site based on the applicable shared parking district/plan and or Park Once program; parking may be measured across the site, not on a parcel-by-parcel basis.
3. Surface parking lots are discouraged directly adjacent to all Primary and Secondary Active Use Areas, as expanses of parking lots diminish the ‘active’ and pedestrian oriented qualities of an area.
4. The location of lots and structures are limited by the Residential/Parking Use Setback.
 - a. Parking lots should be located at the rear of the parcel (opposite circulation roads), if feasible, and should not prevent proposed buildings and ground floor uses from having a direct relationship with streets and public spaces.
 - b. Coordinate access to parking lots or structures among multiple parcels.

³⁴ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

- c. Parking lots should include shade elements such as trees, vine-covered trellises, or overhead solar panels. The design of shade elements should consider safety and visibility.³⁵

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation beyond that which may be required for individual development projects is required.

³⁵ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 7, 2019.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
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?	✗		
B. Would the project cause a substantial adverse change in the significance of an 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), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe5020.1(k)?		✗	

ANALYSIS OF ENVIRONMENTAL IMPACTS

- 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), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? • Impact to be Analyzed in EIR.*

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).

The Planning Area is located within the cultural area that was formally occupied by the Gabrieleño-Kizh. As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site’s location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. The EIR will analyze the tribal/cultural resources impacts associated with the implementation of the Gateway District Specific Plan.

- B.** *Would the project cause a substantial adverse change in the significance of an 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), or 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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe 5020.1(k)? • Less than Significant Impact.*

The Planning Area is located within the cultural area that was formally occupied by the Gabrieleño-Kizh. As part of the AB-52 consultation with the tribal representatives, review of the project was completed. As part of this review and consultation, the tribal representatives indicated that the Planning Area may have cultural significance with the tribe due to the site’s location within one mile of the San Gabriel River. The Planning Area is located within an area that has been disturbed due to past development. Adherence to the standard condition provided in Subsection 3.5.2.B will minimize the potential impacts to levels that are less than significant.

3.19 UTILITIES

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✗
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?	✗		
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✗		
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		✗	
E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?			✗
F. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?			✗

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?* •
No Impact.

The County Sanitation Districts of Los Angeles County also treats wastewater from the City of South Gate.³⁶ Local sewer lines are maintained by the City of South Gate, while the Districts own, operate and maintain the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the Planning Area is conveyed to the Los Coyotes Water Reclamation Plant (Los Coyotes WRP), which is operated by the LACSD. The Los Coyotes WRP, located at the northwest junction of the San Gabriel River and Artesia Freeway, provides primary, secondary, and tertiary treatment. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.

³⁶ Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

The following is the list of existing sewer mains within the District:

- *Atlantic Avenue.* From the northern boundary of the District to Firestone Boulevard there is a LACSD 27-inch Clay Tile Lined Reinforced Concrete Pipe (CIPP), the Wright Road Trunk Sewer. It then transitions to a 30-inch CIPP sewer south through the rest of the project limits. From south of the Union Pacific Railroad right of way to Mason Street, LACSD owns and maintains a 39-inch to 42-inch CIPP Lined RC pipe trunk sewer. The 42-inch pipe runs southeasterly down Mason Street, then transitions to a 45-inch pipe as it parallels the railroad right of way southeasterly until exiting the District limits.
- *Patata Street.* An 8-inch diameter VCP runs east west in Patata Street.
- *Neville Avenue.* Two LACSD 18-inch RCP pipelines extend from Wilcox Avenue southwesterly in line and through Neville Street. From Neville Street, one of the pipelines continues through and connects to the 30-inch Wright Road Trunk Sewer in Atlantic Street. The other 18-inch pipeline connects to the 42-inch sewer in Mason Street.
- *Mason Street.* There is a LACSD 42-inch pipeline in Mason Street and an 8-inch diameter City of South Gate sewer line.
- *Branyon Avenue.* The City of South Gate has an 8-inch pipeline from Branyon Avenue that connects to LACSD's 30-inch pipeline in Atlantic Avenue.
- *Alleys.* The City of South Gate has 8-inch diameter sewer pipelines in the alley parallel to and east of Atlantic Avenue south of Firestone Boulevard to Branyon Avenue; and parallel to and south of Firestone from the alley previously identified to east of Kendall.³⁷

A preliminary analysis was performed using available information that shows that the existing trunk sewers have sufficient capacity to convey wastewater from the proposed, full build-out condition. Since new streets and parcels have been added to the layout of the District, new sewer facilities will need to be extended, including the following:

- Extension of 10-inch VCP sewer pipelines in 3rd Street to the LACSD 18-inch trunk line from Neville Street (future Couplet Parkway) would convey wastewater from sub-areas E through J and sub-areas M and N.
- Extension of a 10-inch VCP pipeline along 5th Street would serve sub-areas K and L.
- Service to the sub-areas A would be extended from existing sewer lines.
- Sewer facilities in Mason Street would need to be relocated to Firestone Boulevard. This includes the City 8-inch and LACSD 42-inch pipelines.³⁸

. Gateway District Specific Plan [Public Review Draft], February 7, 2019.

³⁸ Ibid.

Adherence to the recommendations outlined above will reduce potential impacts to sewer systems to levels that are less than significant. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

- 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? • Impact to be Analyzed in EIR.***

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.³⁹ The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁴⁰ In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. The EIR will analyze the utility (water) impacts associated with the implementation of the Gateway District Specific Plan.

- C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Impact to be Analyzed in EIR.***

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. Future development will be required to use water efficient fixtures and appliances. The EIR will analyze the utility (wastewater) impacts associated with the implementation of the Gateway District Specific Plan.

- D. Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? • Less than Significant Impact.***

The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁴¹ In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

- E. Would the project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals? • No Impact.***

³⁹ South Gate General Plan 2035. *Chapter 8 Public Facilities, Water Service/Water Supply.*

⁴⁰ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report.* (SCH NO. 2008071028). September 1, 2009.

⁴¹ Ibid.

Waste Management contracts with the City of South Gate to provide waste collection service. Waste generated within the City of South Gate is taken to the following facilities: El Sobrante Landfill, Bradley Landfill, or the South Gate transfer station. The El Sobrante Landfill is a Class-III landfill that currently accepts up to 70,000 tons per week. The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan. In addition, the goals, policies, and implementation programs contained within the Specific Plan will also further mitigate the potential impacts from new development contemplated as part of the implementation of the General Plan and the Gateway District Specific Plan. As a result, no additional mitigation or impacts beyond that which may be required for individual development projects is required.

***F.** Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? • No Impact.*

The future development supported by the Gateway District Specific Plan, like all other development in South Gate, will be required to adhere to City and other ordinances with respect to waste reduction and recycling. As a result, no impacts related to State and local statutes governing solid waste are anticipated.

3.20 WILDFIRE

Environmental Issue Areas Examined	Impact to be Analyzed in EIR	Less Than Significant Impact	No Impact
A. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?			×
B. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, 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?			×
C. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			×
D. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			×

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? • No Impact.*

The Planning Area is located in the midst of an urbanizing area. Improved streets serve the Planning Area. Furthermore, the Specific Plan's adoption and subsequent implementation would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. Furthermore, the proposed Specific Plan would not involve the closure or alteration of any existing evacuation routes that would be used in the event of a wildfire. As a result, no impacts will occur.

- B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? • No Impact.*

The Planning Area may be exposed to particulate emissions generated by wildland fires in the mountains (the Planning Area is located approximately 25 miles south of the San Gabriel Mountains). However, the potential impacts would not be exclusive to the area 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. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? • No Impact.*

The Specific Plan's implementation will include the extension of new utility lines such as gas lines, water lines, etc. to the site only. These utilities lines will be located below ground surface. As a result, no impacts will occur.

- D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? • No Impact.*

There is no risk from wildfire within the Planning Area or the surrounding area given the area's distance from any area that may be subject to a wildfire event. Therefore, the project will not expose future residents, employees or guests to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.



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SECTION 4 CONCLUSIONS

4.1 FINDINGS

This Initial Study for the proposed project determined that the adoption and subsequent implementation of the Gateway District Specific Plan may have significant adverse environmental impacts in the absence of mitigation. 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 the environmental analysis included in this Initial Study.

- The Gateway District Specific Plan may have the potential to degrade the quality of the environment;
- The Gateway District Specific Plan may have the potential to achieve short term goals to the disadvantage of long-term environmental goals;
- The Gateway District Specific Plan may have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity; and,
- The Gateway District Specific Plan may have environmental effects that will adversely affect humans, either directly or indirectly.

Based on the analysis completed as part of this Initial Study's preparation, an EIR will be required to analyze the proposed project's impact on a number of issues and to identify the requisite mitigation. In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the certification of an EIR. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB 3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of South Gate can make the following additional findings:

- A Mitigation Reporting or Monitoring Program will be required for the proposed project;
- Plans submitted for approval by the responsible monitoring agency, shall include any other the required standard conditions or conditions of approval; and,
- An accountable enforcement agency or monitoring agency shall be identified for the standard conditions adopted as part of the decision-maker's final determination.



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SECTION 5 REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 Hacienda Boulevard, Suite 107
Hacienda Heights, California 91745
(626) 336-0033

Marc Blodgett, Project Manager
Echanna Porter, Administrator
Karla Nayakarathne, Geographer-Project Manager

5.2 REFERENCES

The references used in the preparation of this Initial Study have been noted using footnotes.

