

INITIAL STUDY & NEGATIVE DECLARATION

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:

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APRIL 30, 2019

SGAT 027

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NEGATIVE DECLARATION

PROJECT NAME: Gateway District Specific Plan.

ADDRESS: The Gateway District Specific Plan applies to a geographic area consisting of approximately 59 acres. This Planning Area is bound 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 Gateway District Specific Plan (also referred to herein after as “the Plan”) is a City-initiated comprehensive specific plan intended to provide clear development guidance in anticipation of the future Light Rail Transit (LRT) Station and to implement the Transit Village vision for the area as established by the City of South Gate General Plan. The LRT Station is proposed within the Gateway District Specific Plan area (District) along the West Santa Ana Branch (WASB) LRT rail corridor that is anticipated to be established within the existing Ports-owned and Union Pacific (UP) Railroad right-of-way operated by San Pedro Subdivision. The Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development. It encourages desired patterns of activity, land uses, and development types, to promote Transit-Oriented Development (TOD).

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations contribute context specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The City will also consider tools and policies such as inclusionary housing to encourage the development of affordable housing. This may be accomplished in a strategic, comprehensive fashion within the context of meeting the City’s overall housing goals.

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

- The proposed project *will not* have the potential to degrade the quality of the environment.

CITY OF SOUTH GATE
INITIAL STUDY & NEGATIVE DECLARATION • GATEWAY DISTRICT SPECIFIC PLAN

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

Signature
City of South Gate Planning and Development Department

Date



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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THIS INITIAL STUDY

The Gateway District Specific Plan (also referred to herein after as “the Plan”) is a City-initiated comprehensive specific plan intended to provide clear development guidance in anticipation of the future Light Rail Transit (LRT) Station and to implement the Transit Village vision for the area as established by the City of South Gate General Plan. The LRT Station is proposed within the Gateway District Specific Plan area (District) along the West Santa Ana Branch (WASB) LRT rail corridor that is anticipated to be established within the existing Ports-owned and Union Pacific (UP) Railroad right-of-way operated by San Pedro Subdivision. The Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development. It encourages desired patterns of activity, land uses, and development types, to promote Transit-Oriented Development (TOD).¹

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations contribute context specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The City will also consider tools and policies such as inclusionary housing to encourage the development of affordable housing. This may be accomplished in a strategic, comprehensive fashion within the context of meeting the City’s overall housing goals.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).³ 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.⁴ 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.⁵ 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.

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

² Ibid.

³ 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).

⁴ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. § 21067.

⁵ Ibid. (CEQA Guidelines) § 15050.

Pursuant to the CEQA Guidelines, additional purposes of this initial study include the following:

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

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 a Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Intent to Adopt a Negative Declaration* 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.⁶ Questions and/or comments should be submitted to the following contact person:

Mr. Joe Perez, Community Development Director
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 Planning 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 project's construction and the subsequent occupancy.

⁶ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 200. *Chapter 2.6, Section 2109(b).* 2000.

- *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.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the adoption and subsequent Gateway District Specific Plan will not result in any significant adverse unmitigable impacts on the environment. For this reason, the City of South Gate determined that a Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
SECTION 3.1 AESTHETIC IMPACTS. <i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
SECTION 3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?				X
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
SECTION 3.3 AIR QUALITY IMPACTS. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
SECTION 3.4 BIOLOGICAL RESOURCES IMPACTS. <i>Would the project have a substantial adverse effect:</i>				
a) 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?				X
b) 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?				X
c) On federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering 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?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
SECTION 3.5 CULTURAL RESOURCES IMPACTS. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
SECTION 3.6 ENERGY. <i>Would the project:</i>				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
SECTION 3.7 GEOLOGY & SOILS IMPACTS. <i>Would the project result in or expose people to potential impacts involving:</i>				
a) 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? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? Landslides?			X	
b) Substantial soil erosion or the loss of topsoil?				X
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Location on expansive soil, as defined in California Building Code (2001), creating substantial risks to life or property?				X
e) 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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
SECTION 3.8 GREENHOUSE GAS EMISSIONS IMPACTS. <i>Would the project</i>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses?				X
SECTION 3.9 HAZARDS & HAZARDOUS MATERIALS IMPACTS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
e) Be 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 for people residing or working in the Planning Area?				X
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire?				X
SECTION 3.10 HYDROLOGY & WATER QUALITY IMPACTS. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including 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 which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
SECTION 3.11 LAND USE & PLANNING IMPACTS. <i>Would the project:</i>				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X
Section 3.12 Mineral Resources Impacts. <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
SECTION 3.13 NOISE IMPACTS. <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive ground-borne vibration or ground-borne noise levels ?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
SECTION 3.14 POPULATION & HOUSING IMPACTS. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
SECTION 3.15 PUBLIC SERVICES IMPACTS. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives in any of the following areas:</i>				
a) Fire department services?				X
b) Law enforcement services?				X
c) School services?				X
d) Other governmental services?				X
SECTION 3.16 RECREATION IMPACTS. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
SECTION 3.17 TRANSPORTATION & CIRCULATION IMPACTS. <i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?			X	
c) Result in inadequate emergency access?				X
SECTION 3.18 TRIBAL CULTURE RESOURCES. <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resources, 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:</i>				
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 Tribe5020.1(k)?			X	
SECTION 3.19 UTILITIES & SERVICE SYSTEMS IMPACTS. <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?			X	
b) Have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?				X
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				X
SECTION 3.20 WILDFIRE <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d. Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
SECTION 21 MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X



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SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the adoption and subsequent implementation of the Gateway District Specific Plan (also referred to hereinafter as “the Plan”). The Gateway District Specific Plan is a City-initiated comprehensive specific plan intended to provide clear development guidance in anticipation of the future Light Rail Transit (LRT) Station and to implement the Transit Village vision for the area as established by the City of South Gate General Plan. The LRT Station is proposed within the Gateway District Specific Plan area (District) along the West Santa Ana Branch (WASB) LRT rail corridor that is anticipated to be established within the existing Ports-owned and Union Pacific (UP) Railroad right-of-way operated by San Pedro Subdivision. The Plan is intended as a tool for City staff, decision makers, developers, and property owners, providing policies to guide development. It encourages desired patterns of activity, land uses, and development types, to promote Transit-Oriented Development (TOD).⁷

The Specific Plan outlines the regulatory, design, implementation, financing, and infrastructure framework to leverage transit investment in the District to create a model, mixed-use TOD surrounding the future station. The Plan implements the City’s General Plan and uses the Zoning Code as the regulatory basis; however, additional goals, policies, plans, and regulations contribute context specific concepts to catalyze development projects appropriate for, and supportive of, the larger Transit Village vision. The City will also consider tools and policies such as inclusionary housing to encourage the development of affordable housing. This may be accomplished in a strategic, comprehensive fashion within the context of meeting the City’s overall housing goals.⁸

2.2 PLANNING AREA LOCATION

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.⁹ 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.¹⁰ The location of South Gate in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The Gateway District Specific Plan applies to a geographic area consisting of approximately 59 acres. This area is bound 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 Planning Area is illustrated in Exhibit 2-3.

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

⁸ Ibid.

⁹ Google Earth. Website Accessed June 9, 2017.

¹⁰ Quantum GIS and the Southern California Association of Governments.

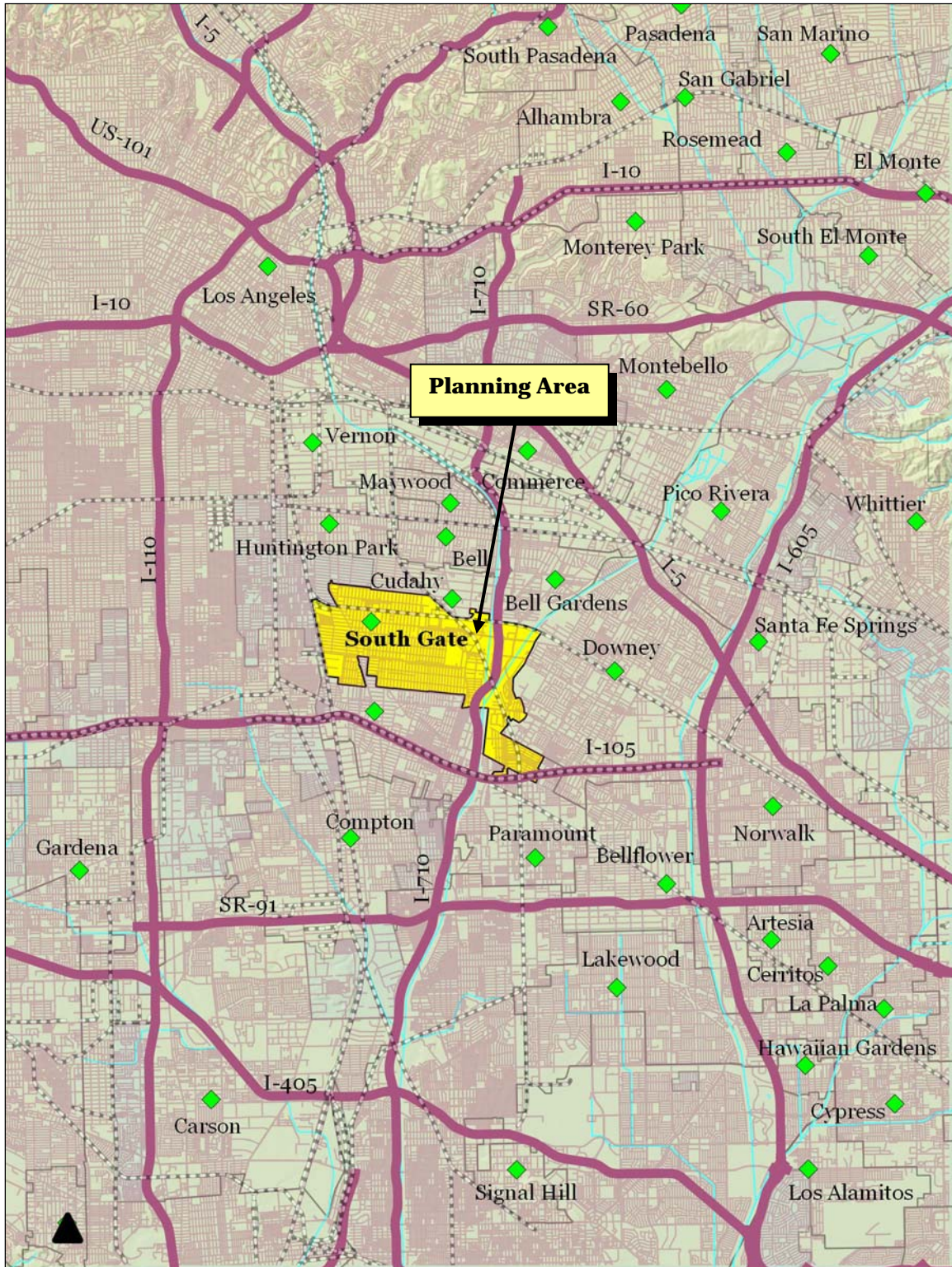


EXHIBIT 2-1
REGIONAL LOCATION
Source: Gateway District [Draft] Specific Plan

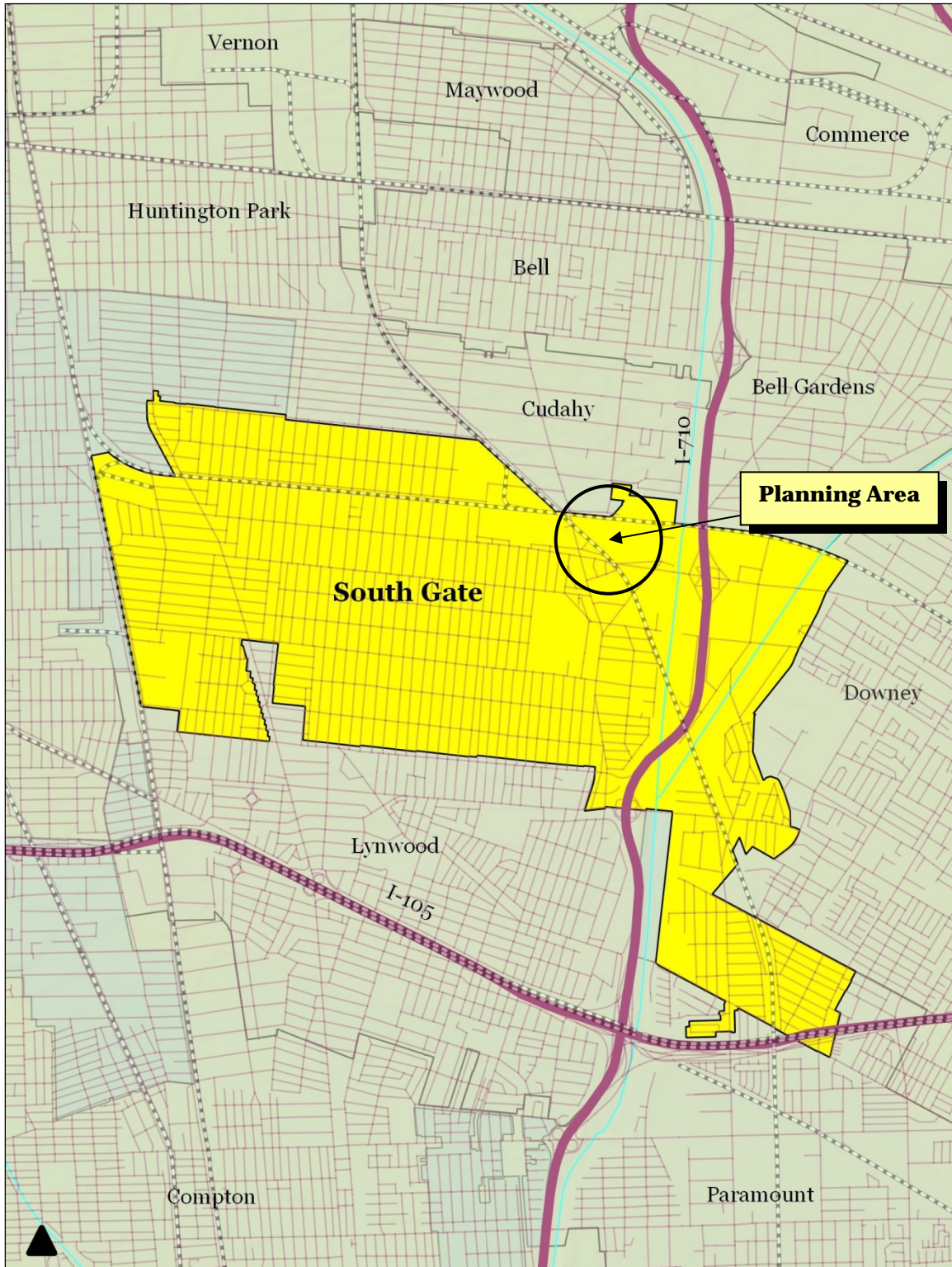


EXHIBIT 2-2 CITYWIDE MAP

Source: Gateway District [Draft] Specific Plan

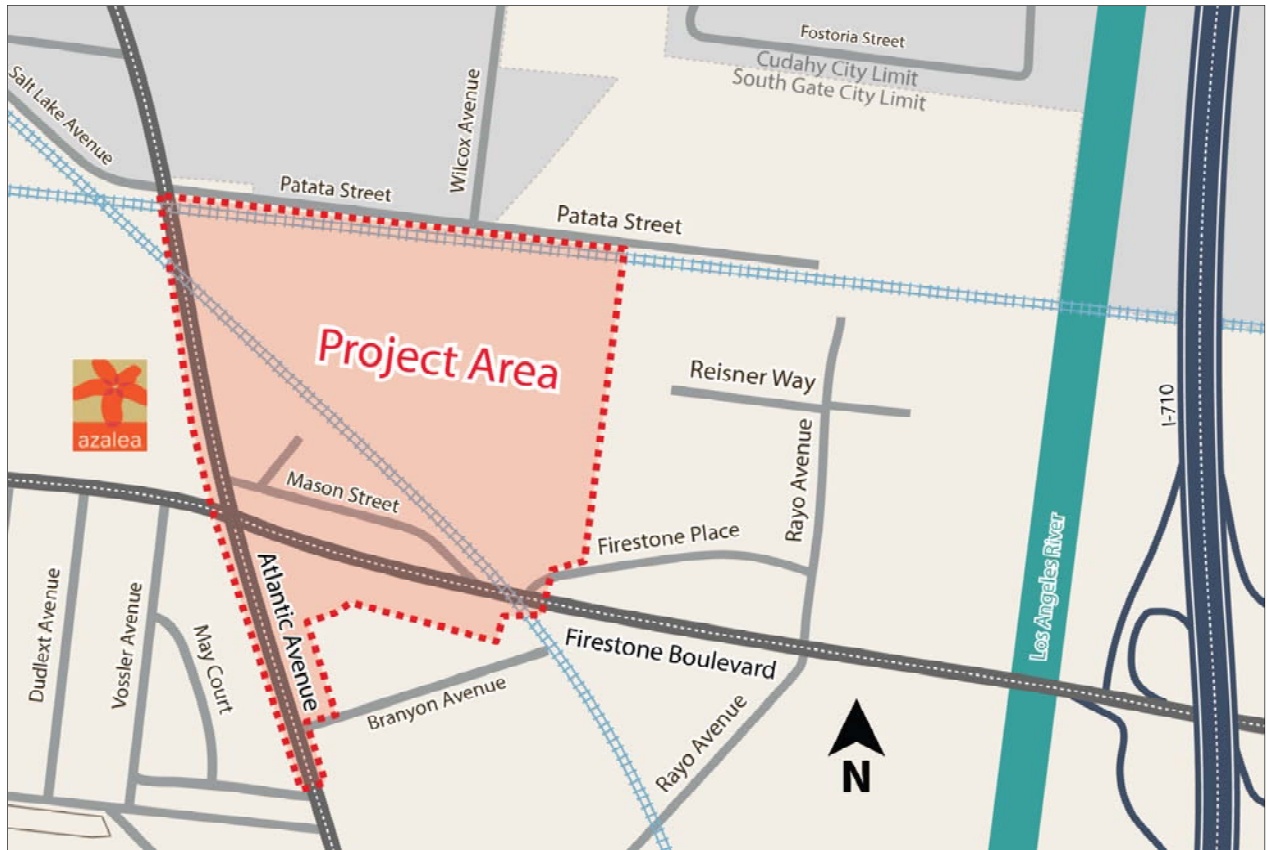


EXHIBIT 2-3
PLANNING AREA
Source: Gateway District [Draft] Specific Plan

2.3 ENVIRONMENTAL SETTING

The proposed Gateway District Specific Plan is located within the northeastern portion of the City. This area is bound on the west and south by two major arterial roadways (Atlantic Avenue and Firestone Boulevard, respectively) and on the north by Patata Street. An existing railroad right-of-way extends 1,682 feet through the Planning Area in a northwest to southeast orientation. This railroad right-of-way will serve the future West Santa Ana Branch LRT.

The predominant land uses within the Planning Area are industrial 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 uses 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. These industrial uses and undeveloped parcels are located within the neighboring City of Cudahy.¹¹
- *South of the Planning Area.* Industrial uses abut the planning area to the south. Additional industrial development is located south of Branyon Avenue.¹²
- *East of the Planning Area.* Industrial uses abut the Planning Area to the east.¹³ The uses line the west side of Rayo Avenue, which is located approximately 850 feet to the east of the Planning Area.¹⁴ 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.¹⁵

As indicated previously, the Planning Area is presently developed in light industrial, heavy industrial, and commercial uses. The Plan will foster the conversion of industrial uses into transit oriented development. Table 2-1 indicates the land uses and development of those parcels that are located within the Planning Area.

¹¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

¹² Ibid.

¹³ Ibid.

¹⁴ Google Earth. Website accessed June 9, 2017

¹⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

**Table 2-1
Existing Land Uses and Development**

Parcel Number	Address	Land Use
6216-034-800	No address available	Southern Pacific Railroad Easement
6216-034-801	No address available	Southern Pacific Railroad Easement
6216-034-001	8610 Atlantic Avenue	Performance Team South Gate
6216-034-900	No address available	Union Pacific Railroad Easement
6216-035-900	No address available	Union Pacific Railroad Easement
6216-035-902	No address available	Union Pacific Railroad Easement
6216-032-040	8644 Atlantic Avenue	Joe's Test Only
6216-032-039	8648 Atlantic Avenue	Xtreme Auto Body
6216-032-038	8660 Atlantic Avenue	ATX
6216-032-043	8670 Atlantic Avenue	Firestone Transmissions
6216-032-037	8680 Atlantic Avenue	Graham Lee & Associates, Inc.
6216-032-041	8696 Atlantic Avenue	DJ Sound and Lighting
6216-032-042	4901 Manson Street	One Discount Auto Repair
6216-032-036	8708 Atlantic Avenue	7-eleven
6216-032-900	No address available	Vacant Lot
6216-032-025	4911 Mason Street	South Gate Commissary
6216-032-026	No address available	Parking Lot
6216-032-027	No address available	Parking Lot
6216-032-035	4931 Mason Street	Diamond Touch Body Shop
	4933 Mason Street	VIP Motoring & Transportation, LLC.
6216-032-021	4937 Mason Street	Joe's Forklift Mobile Repair
	4941 Mason Street	Von's Tile
6216-032-020	4945 Mason Street	S & R Truck Clutch Rebuilding
	4951 Mason Street	Diesel Alley, Inc.
	4951 Mason Street	Rowland's Tires Shop
6216-032-046	4917 Firestone Boulevard	Vacant Building
6216-032-007	4921 Firestone Boulevard	South Gate Stone
6216-032-008	4923 Firestone Boulevard	South Gate Stone
6216-032-009	4927 Firestone Boulevard	Pest Solutions Termite
6216-032-010	4931 Firestone Boulevard	J.M.K Body Shop

**Table 2-1
Existing Land Uses and Development (continued)**

Parcel Number	Address	Land Use
6216-032-011	4933 Firestone Boulevard	Unoccupied Building
	4937 Firestone Boulevard	De La Torre Used Appliances
	4935 Firestone Boulevard	Piñata Supplies
6216-032-012	4943 Firestone Boulevard	Unoccupied Building
6216-032-013	4945 Firestone Boulevard	Pimental Metal & Chrome Polishing
	4947 Firestone Boulevard	Zambrano y Garcia Polishing
6216-032-014	4949 Firestone Boulevard	Unoccupied Building
6216-032-015	4951 Firestone Boulevard	Unoccupied Building
	4953 Firestone Boulevard	Capri Furniture
6216-032-016	4961 Firestone Boulevard	Moon Auto Body
6216-032-017	4696 Firestone Boulevard	Unoccupied Building
6216-032-018	4973 Firestone Boulevard	Hervey's Furniture Outlet
6216-032-019	4981 Firestone Boulevard	Sergio's Auto Upholstery
	4983 Firestone Boulevard	Prestige Auto Body
		Got Towels & Uniforms
6216-035-001	5011 Firestone Boulevard	Dance Distribution Services
6216-035-002	5001 Firestone Boulevard	Public Storage
6222-007-004	8938 Atlantic Avenue	Pancake Corner
	8942 Atlantic Avenue	Beast Mobile Store by Mr. Wireless
6222-007-005	8944 Atlantic Avenue	Grand Motel
6222-007-008	No address available	
6222-007-009	8978 Atlantic Avenue	Unoccupied Building
6222-007-020	8945 Lotta Avenue	Single-Family Residential
6222-007-022	4926 Firestone Boulevard	The Appliance Warehouse
		Universal Computer Tech
6222-007-026	4920 Firestone Boulevard	America's Best Value Inn & Suites
6222-007-027	8956 Atlantic Avenue	El Maestro Radiators
6222-007-028	8964 Atlantic Avenue	Baja-Auto Repair
6222-007-030	4914 Firestone Boulevard	Tierra Mia Coffee
6222-007-031	8920 Atlantic Avenue	Jack in the Box

**Table 2-1
Existing Land Uses and Development (continued)**

Parcel Number	Address	Land Use
6222-006-017	4982 Firestone Boulevard	National Ready Mix Concrete
	4988 Firestone Boulevard	
6222-006-018	4980 Firestone Boulevard	A1 Quality Auto/Auto Technology Centers
6222-006-021	4954 Firestone Boulevard	A & R Auto Collision
	4956 Firestone Boulevard	Unoccupied Building
6222-006-022	4948 Firestone Boulevard	Discount Smog & Auto Repair
6222-006-023	4942 Firestone Boulevard	Mindy Cabinets
6222-006-024	4938 Firestone Boulevard	Colima Battery
6222-006-025	4936 Firestone Boulevard	Don's Smog Test Only
6222-006-029	4960 Firestone Boulevard	Delux Motel
6222-006-030	4976 Firestone Boulevard	Nuñes Tires Dad & Son's Customs

Source: Blodgett Baylosis Environmental Planning

2.4 PROJECT DESCRIPTION

BACKGROUND FOR PLANNING

The purpose of the Plan is to guide the future redevelopment of a model mixed-use, pedestrian- and transit-oriented community centered on the future LRT Station in the District. The Plan implements the goals set forth in the City's General Plan Update 2035, and the Comprehensive Zoning Code Update's development regulations, design standards, and guidelines for the Transit Village Zone and surrounding areas. The policies, standards, and guidelines of this Plan have been written to establish clear direction for development, to improve access to all modes of transportation, including transit, bus, rail, walking, and bicycling. All development and improvements within the Plan shall be consistent with the vision, goals, policies, and standards of this Plan.¹⁶ The following are recent and ongoing planning projects that have provided direction and established a foundation for the Gateway District Specific Plan.¹⁷

- *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 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.

¹⁶ City of South Gate. *Gateway District Specific Plan* [Pubic Review Draft], February 2019.

¹⁷ Ibid.

- *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 Transit Village, Urban Neighborhood, and Industrial Flex 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 walkable 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 (HQTa) 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.¹⁸

VISION OF THE PLAN

The Plan was created to take advantage of the future Eco-Rapid Transit expansion by providing transit oriented infill development along planned light rail transit corridor. The vision of the Plan is detailed below:

- Create a mixed-use and transit oriented center that contributes to a sustainable environment;
- Provide options for efficient movement of people, goods, and information that enhances economic growth and transportation planning;
- Contribute to a pedestrian and bicycle friendly environment in a setting of land uses that are neighborhood serving and family oriented;
- Include development guidelines for a sustainable community lifestyle;
- Incorporate cultural, public, and green spaces for outdoor activities; and,

¹⁸ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

- Establish a plan that respects the character and needs of the City.

The City recognizes that significant changes will not happen immediately or within the next year or two. The goal of the Specific Plan is to create a framework for change, and to inspire private reinvestment in the District that includes the rehabilitation of aging buildings, and the establishment of new buildings and uses that will achieve the District vision.¹⁹

LAND USES AND DEVELOPMENT

The Plan's adoption will not directly result in any new development. The Plan will facilitate the conversion of older industrial and commercial land uses into transit-oriented in-fill development. The transit oriented in-fill development envisioned under the Plan will take advantage of the new Eco-Rapid Transit line that will traverse the Planning Area. The Planning Area in its current state is presently occupied by heavy industrial, light industrial and commercial uses, though the majority of the uses located within the Planning Area are automotive and logistics related.

The General Plan vision and policies identify the Gateway District as a potential multi-modal station ("South Gate Station"), which should become a dense transit village, including new residential and/or office uses. This area is envisioned as a major destination for the City, which should be designed to support a high-level of pedestrian activity. Light Industrial/Flex uses are envisioned to serve as a transition between the transit village and industrial areas to the east. All zoning modifications of Plan are consistent with the goals and policies of Gateway District designation of the General Plan.²⁰

The City of South Gate General Plan designates the District 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, including new residential and/or office uses. This area is envisioned as a major destination for the City, which should be designed to support a high-level of pedestrian activity. Light Industrial/Flex uses are envisioned to serve as a transition between the transit village and industrial areas to the east. Increasing the amount of residential and employment in proximity to the future LRT Station should support reduction of vehicle miles travelled (VMT), and increase mobility choices and desirability of the District as an employment destination. The City of South Gate Title 11 Zoning Code (Zoning Code) implements the General Plan land use by designating three Urban Mixed- Use Zones within the Planning Area along with the a fourth Open Space designation (refer to Exhibit 2-4).

- *Transit Village (TV)*, see Zoning Code Section 11.22.050;
- *Urban Neighborhood (UN)*, see Zoning Code Section 11.22.090;
- *Industrial Flex (IF)*, see Zoning Code Section 11.22.060; and,
- *Open Space (OS) Zone*, see Zoning Code Section 11.25.100.

¹⁹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

²⁰ Ibid.

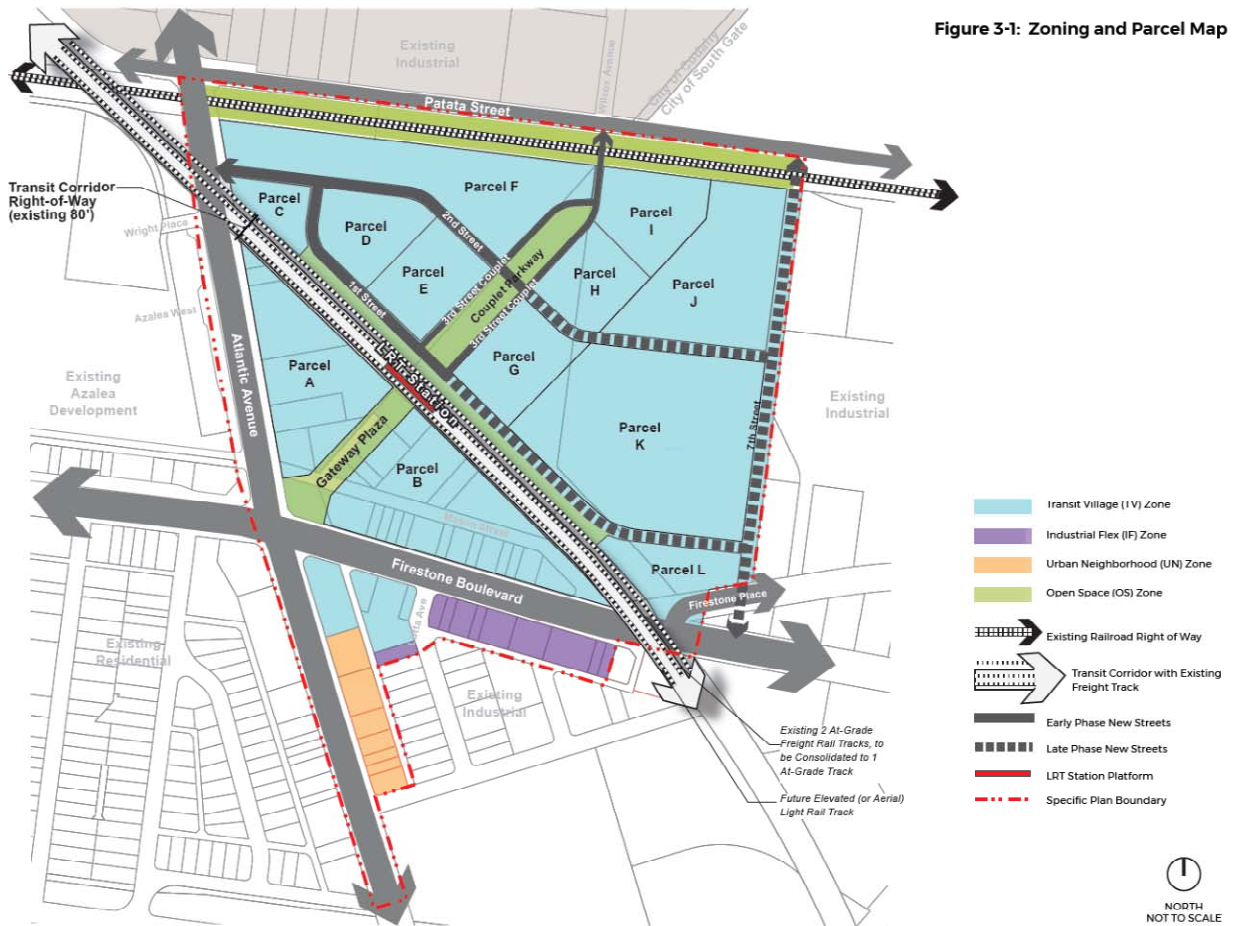


EXHIBIT 2-4

ZONING MAP FOR THE PLANNING AREA

Source: Gateway District [Draft] Specific Plan

The land use and development regulations of the Zoning Code shall be applicable to all development activities within the Specific Plan, including design guidelines established by the Zoning Code, unless otherwise modified by the Plan. Development potential to meet density and intensity requirements of the Transit Village (TV) Zone will likely require consolidation of parcels. Consolidated parcels allow for more cohesive development, provision of parking and services, and enable site efficiencies that cannot be achieved through development of individual small parcels. The following policies apply:

- Consolidation of existing parcels is encouraged.
- Coordinate curb cuts, consolidated parking, and site efficiencies (loading/unloading, service, refuse, etc.) between adjacent parcel development areas;
- For all parcels, locate site entrances and circulation to establish a connected, pedestrian-scaled block and street pattern.

The parcels zoned for *Industrial Flex* are located east of Lotta Avenue and south of Firestone Boulevard. The purpose of the Industrial Flex (IF) zone is to continue the industrial job base in the area, while allowing flexibility to incorporate a mix of uses and job options, supporting innovative industry and living options in close proximity to transit, existing employment centers, and major corridors. The parcels located in the southernmost portion of the Planning Area, east of Atlantic Avenue, included in the *Urban Neighborhood* (UN) zone. This designation corresponds to the Urban Neighborhood Zone District. Finally, Subareas A through L (referred to as Parcels on the map) are designated as Transit Village (TV Zone). According to the Plan, multi-family residential uses are permitted in the TV Zone. Residential uses are encouraged to utilize density bonuses and these uses shall be consistent with the Zoning Code permitted uses for the *Transit Village* (TV) Zone.²¹

The Planning Area totals 59 acres, of which an estimated 28 acres will consist of Mixed-Use Village Focused designated sub-areas; 5.9 acres will consist of streets, sidewalks, and railroads; 8.26 acres will be dedicated open space; and 1.28 acres will be reserved for flex uses. The remaining 16.46 acres will consist of uses that are Employment Focused. The areas designated Employment Focused south of Firestone Boulevard total an estimated 4.25 acres.

When taking into account the densities outlined in the City's Zoning Ordinance for Transit Village uses, an estimated 813 to 2,032 dwelling units may be constructed within the Transit Village Zone. For the Industrial Flex sub-areas, the total acreage (16.46 acres) was converted into square footage (716,997 square feet). From there, the maximum FAR using a potential density bonus of 2.50 was multiplied by the total square footage to derive the estimated build-out. There is a theoretical potential for an estimated 1,792,492 square feet of employment related uses. This estimate does not take into account parking, setbacks, and other open spaces requirements. Given the maximum permitted height of 90 feet, or eight stories, for uses located in TV zones, this estimate best reflects the theoretical build out possible under the Plan. The potential baseline maximum height limit of 90 feet or 8 stories may be increased to 110 feet or 10 stories with the application of the density bonus.

²¹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

GATEWAY DISTRICT SPECIFIC PLAN POLICY FRAMEWORK

The Gateway District Specific Plan includes a wide range of goals and policies that will establish the framework for the Plan. The following goals and policies will also serve to mitigate the potential impacts of new development within the planning area:²²

Goal 1: Encourage mixed-use, transit-oriented development to support a healthy, sustainable community.

Policy 1. Support mixed-use transit-oriented redevelopment and infill development.

Policy 2. Be developed with uses and densities at intensities that support transit ridership to reduce development pressure on adjacent existing residential areas.

Policy 3. 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.

Policy 4. Require new development to provide a combination of common outdoor and private open space consistent with Zoning Code Section 11.23.050.

Policy 5. Enhance the existing and future public realm with street furniture, bicycle facilities, and pedestrian access to the LRT Station and District development.

Policy 6. Support transit-oriented light industrial, office, and flex uses to provide a range of employment options in proximity to transit and housing.

Policy 7. Support establishment of outdoor retail activity, such as sidewalk cafes, farmers markets, and programmed events, to activate the District.

Goal 2: Promote efficient movement of people (walking, biking, bus, and transit use) to reduce vehicle miles traveled.

Policy 1. Provide a network of multi-modal streets to facilitate connectivity throughout the District, and to adjacent areas. a. Provide access to the LRT Station from Firestone Boulevard and Atlantic Avenue via 1st Street and 2nd Street. b. Provide access to the northern portion of the District from Atlantic Avenue via 3rd Street. c. Provide new signalized intersections at Azalea West/1st Street and Wilcox Avenue/4th Street if future project-level traffic studies identify need. d. Establish the 4th Street Couplet connecting Patata Street/Wilcox Street intersection the LRT Station intersection; coordinate with applicable agencies to implement an at-grade multi-modal street crossing of the UP railroad right-of-way, aligning the 4th Street Couplet with Wilcox Avenue.

Policy 2. Provide 8th Street along the eastern District boundary, to create a north-south connection between Patata Street and Firestone Boulevard that supports future development;

²² City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019

coordinate with applicable agencies to implement an at-grade street crossing of the UP railroad right-of-way, connecting 8th Street with Patata Street.

Policy 3. Consider reconfiguration of the intersection of 8th Street, Firestone Place, and Firestone Boulevard to improve access to the District.

Policy 4. Locate new roads in general conformance with Figure 4-1 (of the Draft Specific Plan): Transit and Mobility Framework Plan. See Table 4-1 (of the Draft Specific Plan): Multi-modal Street Network for associated phasing and cross sections references. a. All roads shall be public and provide a connected street network linking to Firestone Boulevard, Atlantic Avenue, and Patata Street. b. Early Phase roads shall be established by the City, with possible participation of Metro to enable access to the LRT Station, and with developers for access to new parcels. c. Later Phase roads and Developer roads shall be established by developers as parcels are established/developed; shall be provide adequate circulation with a compact cross section; should be generally located consistent with Figure 4-1: Transit and Mobility Framework Plan conceptual locations, however, Developer roads may be configured subject to parcel and use needs at the time of application; should be consistent with the dimensions identified in Figure 4-7: New Street Cross Section; except as modified per Section 4.4.2. Vehicular and Parking of this Plan.

Policy 5. All roads and streets established within the District shall comply with the City's Green Street and Complete Street policy.

Policy 6. Extend the existing median on Firestone Boulevard to prevent cross traffic between 1st Street and Lotta Avenue.

Goal 3: Support establishment of the Gateway District LRT Station through a mix of land uses, destinations for economic vitality, and public safety improvements.

Policy 1. All development should support establishment of a transit-supportive, multimodal District, with strong ground floor retail activity, and pedestrian connections to the LRT Station and the Firestone/Atlantic intersection.

Policy 2. Redevelopment shall conform to increased road right-of-way and public realm dimensions were applicable. Development shall incorporate shared parking to support transit ridership. Parcels C, D, E, and F, and the northern portion of 2nd Street could potentially be used as initial Metro construction staging area(s), later transitioning to the conceptual use type identified in Table 5-1: Conceptual District Development Program (of the Draft Specific Plan). These sites have easy access to Atlantic Avenue for construction vehicle ingress/egress, without impacting bus users.

Goal 4: Enhance place making and improve quality of life in the Gateway District with a pedestrian and bicycle friendly environment, connected open spaces, and public realm improvements.²³

²³ City of South Gate. *Gateway District Specific Plan* [Pubic Review Draft], February 2019.

2.5 PROJECT PURPOSE

The purpose of the Plan is to guide the future redevelopment of a model mixed-use, pedestrian- and transit-oriented community, centered on the future LRT Station in the District. The Plan implements the goals set forth in the City's General Plan Update 2035, and the Comprehensive Zoning Code Update's development regulations, design standards, and guidelines for the Transit Village Zone and surrounding areas.

The policies, standards, and guidelines of this Plan have been written to establish clear direction for development, to improve access to all modes of transportation, including transit, bus, and rail, as well as walking, and bicycling. All development and improvements within the Plan shall be consistent with the vision, goals, policies, and standards of this Plan.

2.6 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 adoption of the Negative Declaration (ND).



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SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the initial study prepared for the proposed project 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);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural & Tribal Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions; (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation & Circulation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities (Section 3.19); and,
- Wildfire (Section 3.20); and,
- Mandatory Findings (Section 3.21).

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

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

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

3.1 AESTHETIC IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect 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 visual impacts will result from the implementation of the Specific Plan.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? • No Impact.

According to the California Department of Transportation (Caltrans), none of the arterial roadways within the Gateway District Specific Plan are designated scenic highways.²⁴ 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.²⁵ 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. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • 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.

²⁴ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²⁵ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? • Less than Significant Impact.

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, in Section 6.7, identifies the following guidelines for controlling light spillover:

- Lighting should contribute to the branding of the District, and be compatible with the design, materials, scale, and character of other improvements described in the Strategy.
- All lighting shall be a consistent color, with a powder cast pole.
- Light fixtures should minimize light spillage with full cut-off luminaires.
- Street lighting may utilize either a single or double head fixture, and optional banners. The selected style should be implemented consistently along the length of the corridor.
- Visual clutter shall be minimized by attaching street signage to poles when possible. When a separate pole is used, the pole shall be colored and powder coated to match the style of the selected lighting fixtures.
- Clamp-on brackets for banners and/or hanging planters should be considered as part of the streetscape program.
- As fixtures are upgraded, sustainability features, such planters should be considered as part of the streetscape program.
- As fixtures are upgraded, sustainability features, such as LED, timers, and dimmers, should be considered wherever possible.

Adherence to these guidelines will minimize impacts to levels that are less than significant.

MITIGATION MEASURES

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.²⁶ As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.2 AGRICULTURE & FORESTRY RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

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

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.²⁷ 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 use 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.²⁸ In addition, there are no properties within the Planning Area that are subject to a Williamson Act Contract.²⁹ As a result, the adoption and 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 4526), or zoned timberland production (as defined by Government Code § 51104(g))? • No Impact.

The City of South Gate and the area governed by the Gateway District Specific Plan is 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.³⁰ As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

²⁶ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

²⁷ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

²⁸ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

²⁹ California Department of Conservation. *State of California Williamson Act Contract Land*. http://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

³⁰ City of South Gate. *South Gate General Plan 2035. Chapter 3 Community Design*. Adopted December 2009.

- D. *Would the project result in the loss of forest land or the 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 that, due to their location or nature, may result in conversion of farmland to non-agricultural use or forest land to 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.³¹ 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.

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed Specific Plan's implementation.

3.3 AIR QUALITY IMPACTS

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for criteria pollutants that include the following:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.³²
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. Although NO_2 concentrations have not exceeded National standards since 1991, NO_2 emissions remain a concern because of their contribution to the formation of O_3 and particulate matter. The SCAB is designated as an attainment area for NO_2 by the EPA.

³¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on June 9, 2017.

³² A non-attainment area refers to a geographic area where the Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB) have determined that the air quality standards for the criteria pollutants are not being met.

- *Sulfur dioxide* (SO₂) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Though SO₂ concentrations have been reduced to levels that are well below State and Federal standards, further reductions in SO₂ emissions are desirable since SO₂ is a precursor to sulfate and PM₁₀. The SCAB is designated as an attainment area for SO₂.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled, causing respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, PM_{2.5} continues to be designated non-attainment.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀;
- 55 pounds per day or 2.43 tons per quarter of PM_{2.5}; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

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).³³ The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³⁴

- *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.

As indicated previously, the Plan's potential build out includes up to 2,032 dwelling units and an estimated 1,792,492 square feet of employment related uses. 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 violate any air quality standard or contribute substantially to an existing or projected air quality violation? • No Impact.

The implementation of the proposed General Plan Update would result in new emissions being generated due to the build-out of the City. 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.³⁵ 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

³³ South Coast Air Quality Management District, *Final 2016 Air Quality Plan*, Adopted March 2017.

³⁴ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. 2016.

³⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

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 emissions generated by the construction of individual projects will not exceed construction thresholds. 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. However, a statement of overriding considerations was prepared for the 2009 General Plan and General Plan EIR. As indicated previously, the land uses envisioned under the Specific Plan are consistent with those identified in the General Plan. As a result, no additional impacts beyond those that were identified in the General Plan EIR will occur.

C. Would the project result in a 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? • No Impact.

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 this district. As a result, no impacts related to the adoption and subsequent implementation of the Specific Plan will occur.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? • No Impact.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions.

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 sensitive receptors located within the City are listed in *Table 5.5-6, Sensitive Receptors*. 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.³⁶ 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.

MITIGATION MEASURES

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.

3.4 BIOLOGICAL RESOURCES IMPACTS

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? • No Impact.*

The City of South Gate is an entirely urbanized city. The City is approximately 98% built out with approximately 80 acres of vacant land. Vegetation within the City consists primarily of ornamental landscaping. Plants and trees are limited to parks, street landscaping, some riparian zones around the Los Angeles River and Rio Hondo, 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.³⁷ 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.³⁸

The adoption and subsequent implementation of the Gateway District Specific Plan will not have an impact on the aforementioned riparian species 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.

³⁶ Google Earth. Website accessed June 13, 2017.

³⁷ South Gate General Plan 2035. *Chapter 6 Green City, Conservation and Enhancement of Natural and Biological Resources*.

³⁸ 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.³⁹ 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (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.⁴⁰ The Los Angeles River is classified as a Riverine, which includes all wetlands and deepwater habitats contained within a channel.⁴¹ 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 proposed project 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 project.

- 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. 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? • No Impact.*

Implementation of the Gateway District Specific Plan would not conflict with any policies or ordinances protecting biological resources. No areas within the City of South Gate 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

³⁹ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

⁴⁰ Ibid.

⁴¹ 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>.

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.”⁴² The Gateway District Specific Plan also includes a focus on landscaping and tree planting with the new developments. As a result, the adoption and subsequent implementation of the Gateway District Specific Plan will not result in any impacts.

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.

MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any impacts on biological resources. As a result, no mitigation measures are required.

3.5 CULTURAL RESOURCES IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State 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 present on-site is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.⁴³ 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).⁴⁴ 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.

⁴² City of South Gate Municipal Code. *Chapter 5.33 Tree Preservation and Protection, Section 5.33.010*. Site Accessed June 13th, 2017.

⁴³ National Park Service. *National Register of Historic Places*. Website <http://npgallery.nps.gov/nrhp/SearchResults/>. Website accessed June 13, 2017

⁴⁴ California Department of Parks and Recreation. *California Historical Resources*. Website <http://ohp.parks.ca.gov/ListedResources>. Website accessed in June 13, 2017.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? • Less than Significant Impact.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission.⁴⁵ The Gabrieleño tribe has lived in this region for around 7,000 years.⁴⁶ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.⁴⁷ Gabrieleño villages were often located near bodies of water, such as the Los Angeles River, the Rio Hondo River, the Santa Ana River, and the San Gabriel River. The closest known village to the City of South Gate is Tajauta, located in the unincorporated neighborhood of Willowbrook.⁴⁸ The Specific Plan will promote new development located in an area that is occupied by industrial and commercial uses. In addition, the Planning Area has been subject to extensive disturbance in order to accommodate the existing development. In the unlikely event that 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. Therefore, the potential impacts are considered to be less than significant.

⁴⁵ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

⁴⁶ Ibid.

⁴⁷ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site1>

⁴⁸ TongvaPeople.com. *Villages*. <http://tongvapeople.com/villages.html>

- 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 in the City of Compton. No other cemeteries are located in the vicinity of the Planning Area.⁴⁹ 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.

MITIGATION MEASURES

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.

3.6 ENERGY

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? • Less than Significant Impact.*

All future development occurring as part of the Gateway District Specific Plan's implementation will be constructed pursuant to the California Green Building Code requirements. This new development will also include energy efficient fixtures and will be in accordance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. In addition, future lighting will conform to all state and local building code and lighting regulations. As a result, the potential impacts are considered to be less than significant.

- B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? • Less than Significant Impact.*

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses

⁴⁹ United State Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. Release Date March 25, 1999.

additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. As indicated previously, all future development must comply with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. As a result, the potential impacts are considered to be less than significant.

MITIGATION MEASURES

The preceding analysis concluded that the proposed project will not result in any significant impacts that would warrant mitigation.

3.7 GEOLOGY & SOILS IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Will 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? Refer to Division of Mines and Geology Special Publication 42. Strong seismic ground-shaking? Seismic-related ground failure, including liquefaction? 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.⁵⁰ 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.⁵¹ The City of South Gate was not included in any Alquist-Priolo Special Studies Zone.⁵² 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 Fault, located approximately five miles southwest of the City. Other nearby significant faults includes the Whittier and Palos Verdes faults. The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the 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

⁵⁰ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

⁵¹ Ibid.

⁵² California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

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 expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • No 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. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some limitations.⁵³ 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 residential and industrial development, as evident by the current level of urbanization present within the Planning Area. The Planning Area is, and will continue to be, level and no soil erosion impacts will occur.

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a 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.⁵⁴ 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 State and City building codes. Therefore, lateral spreading caused by liquefaction will not affect future development. The Hanford soils are not prone to shrinking and swelling. Soils that are prone to shrinking and swelling become sticky when wet and expand according to the moisture content present at the time. Since the underlying soils are not prone to shrinking and swelling, a possible influx of groundwater will not trigger lateral spreading.

In addition, the Planning Area is not prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.⁵⁵ As stated previously, the soils that underlie the Planning Area are not prone to shrinking and swelling, thus no impacts related to unstable soils and subsidence are expected. Grading and other construction activities are not expected to reach the depths required to encounter groundwater. In

⁵³ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

⁵⁴ Ibid.

⁵⁵ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidencesupport.co.uk/what-causes-subsidence.htm>

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 result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2010), creating substantial risks to life or property? • No Impact.

The soils that underlie the Planning Area are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.⁵⁶ According to the United States Department of Agriculture, clay is not present in the composition of Hanford Soils Association.⁵⁷ As a result, no impacts related to expansive soils are anticipated.

E. Would the project result in or expose people to potential impacts, including 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? • Less than Significant Impact.

No paleontological resources or geologic features are anticipated to be encountered during future construction activities supported in whole or part as part of the Gateway District Specific Plan's implementation. The soils that underlie the Planning Area consist of Holocene alluvial soils and limited artificial fill soils. Therefore, the likelihood of encountering paleontological resources is considered remote. As a result, less than significant impacts are anticipated to occur.

MITIGATION MEASURES

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.

⁵⁶ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*.
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁵⁷ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California*.
Revised 1969.

3.8 GREENHOUSE GAS EMISSIONS IMPACTS

ENVIRONMENTAL ANALYSIS

- A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* • *No Impact.*

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 light rail transit 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 Light Rail Transit (LRT) Station; and,
- Promote walking, biking, and transit use, while reducing vehicle miles travelled.⁵⁸

The Plan was created to take advantage of the future Eco-Rapid Transit expansion by providing transit oriented infill development along planned light rail transit corridor. The vision of the Plan is detailed below:

- Create a mixed-use and transit oriented center that contributes to a sustainable environment;
- Provide options for efficient movement of people, goods, and information that enhances economic growth and transportation planning;
- Contribute to a pedestrian and bicycle friendly environment in a setting of land uses that are neighborhood serving and family oriented;
- Include development guidelines for a sustainable community lifestyle;

⁵⁸ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

- Incorporate cultural, public, and green spaces for outdoor activities; and,
- Establish a plan that respects the character and needs of the City.⁵⁹

The above-mentioned objectives aim to create a multi-nodal transit and pedestrian oriented development. The Specific Plan will permit a mix of uses within one-quarter of a mile from a future transit station. Transit-oriented mixed-use development is crucial in reducing GHG emissions because this type of development encourages the use of alternative forms of transportation. In addition, the Specific Plan promotes a “diversity” of uses. Essentially, a diverse mix of uses is considered beneficial in that it fosters the creation of a more pedestrian and bicycle friendly setting. By introducing a mix of commercial, residential, and public open space within a designated transit area, the City will be able to reduce the overall vehicle miles travelled (VMT) since future residents will be in close proximity to commercial uses. Moreover, the inclusion of the light rail station will encourage future residents, employees, and business patrons to utilize the West Santa Ana Branch of the Eco-Rapid transit line, further reducing potential VMT. The Gateway District Specific Plan and larger Eco-Rapid transit line will promote in-fill transit oriented development that will reduce overall VMT. Therefore, no impacts in regards to GHG emissions will result.

B. Would the project conflict 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 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 light rail transit 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).⁶⁰ 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.

⁵⁹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁶⁰ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

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.

MITIGATION MEASURES

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.

3.9 HAZARDS & HAZARDOUS MATERIALS IMPACTS

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? • Less than Significant Impact.*

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.⁶¹ None of the properties located within the Planning Area are identified on the California Department of Toxic Substances Control's EnviroStor database.⁶² 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.⁶³ 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,

⁶¹ CalEPA. *Cortese List Data Resources*. <http://www.calepa.ca.gov/sitecleanup/corteselist/>

⁶² CalEPA. *EnviroStor Database*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&z=18&ms=640.480&mt=m&findaddress=True&city=south%20gate&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&ca_site=true&tiered_permit=true&evaluation=true&military_evaluation=true&school_investigation=true&operating=true&post_closure=true&non_operating=true

⁶³ United States Environmental Protection Agency. *Environfacts-Multisystem Search*. <https://www3.epa.gov/enviro/facts/multisystem.html>

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's re-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 clean up 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. As a result, the potential impacts related to the project's construction are considered to be less than significant.

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. Therefore, the potential construction and operational impacts are considered to be less than significant.

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • 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. 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? • Less than Significant 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.⁶⁴ Hazardous chemicals and materials used through the Planning Area will be limited to common household 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 material 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. The database was consulted in June of 2017.

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.⁶⁵ The Planning Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5.⁶⁶ 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.

⁶⁴ Google Earth. Website accessed June 13, 2017.

⁶⁵ California, State of. California Department of Toxic Substances Control Envirostor Hazardous Waste and Substances Site List. <http://www.envirostor.dtsc.ca.gov/public/search.asp> (Website accessed June 13, 2017).

⁶⁶ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

E. Would the project be 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 for people residing or working in the Planning Area? • 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. 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.

Future development proposals will be reviewed by the City to identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. As a result, no impacts are associated with the proposed project's implementation.

G. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No Impact.

The Planning Area is urbanized and the properties surrounding the site are developed. There are no areas of native vegetation found within the Planning Area or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

MITIGATION MEASURES

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.

3.10 HYDROLOGY & WATER QUALITY IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project violate any water quality standards or waste discharge requirements? • 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 City's Low Impact Development (LID) Ordinance requires percolation and on-site detention for new development. Unlike traditional storm water management, which collects and conveys storm water runoff through storm drain pipes, culverts or other conveyances to a centralized storm water facility, LID uses site design and storm water management to maintain the site's pre-development runoff rates and volumes. The goal of LID is to mimic a site's pre-development hydrology by using design techniques that infiltrate, filter, store, evaporate, and detain runoff close to the source of the rainfall.⁶⁷

All new development that requires new grading in the District will require the preparation of a hydrology study to demonstrate that building sites are free from flooding hazard. New development or significant redevelopment will be required to mimic the site's pre-development runoff by choosing the appropriate LID practice most suitable for the site.

A proposed project must demonstrate that any proposed improvement, including filling, does not raise the flood level upstream or downstream of the project. As required by the ordinance, developers shall prepare National Pollution Discharge Elimination System (NPDES) reports, such as a LID Plan and a Stormwater Pollution Prevention Plan (SWPPP), to ensure the quality of water is preserved and adverse environmental impacts are minimized. Developers within the District will submit this documentation with their permit applications to the City. The existing development requirements will reduce the 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? • No 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

⁶⁷ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

approximately 275 to 1,200 feet below ground surface (bgs) and consists of marine and continental gravel, sand, sandy silt, silt, and clay.⁶⁸ 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, no impacts are anticipated.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? • 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.⁶⁹ 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. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? • No Impact.

The Planning Area, along with the majority of the City, is located within an area that could be subject to flows due to failure or overflow at the Whittier Narrows Reservoir Dam and the Hansen Dam. The flood water depths are anticipated to range from one to two feet.⁷⁰ The adoption and subsequent implementation of the Gateway District Specific Plan will not involve any impacts beyond that identified in the General Plan EIR. As a result, no impacts are anticipated with the proposed project's implementation.

⁶⁸ United States Geological Survey. *South Gate 7 1/2 Minute Quadrangle*. 1994.

⁶⁹ Google Earth. Website accessed June 13, 2017.

⁷⁰ City of Paramount. *Final Environmental Impact Report [for the] City of Paramount General Plan Update*. August 2007. The authors of this initial study compiled this information as part of the City's General Plan Update. Paramount is located south and adjacent to South Gate.

The Planning Area is located approximately 12 miles to the north of the Pacific Ocean and the Planning Area would not be exposed to the effects of a tsunami. A seiche in the Los Angeles River is not likely to happen due to the channelization of the river and volume of water present. Lastly, the Planning Area will not be subject to mudslides because the Planning Area and surrounding areas are generally level. As a result, no impacts are likely to occur.

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. The adoption and subsequent implementation of the Gateway District Specific Plan will not involve any impacts beyond that identified in the General Plan EIR. As a result, no impacts are anticipated with the proposed project's implementation.

MITIGATION MEASURES

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.

3.11 LAND USE & PLANNING IMPACTS

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 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 created to take advantage of the future West Santa Ana Branch of the Eco-Rapid transit line. 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 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.⁷¹ 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.

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.⁷²

- *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 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 (HQTa) centered on the

⁷¹ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁷² Ibid.

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.⁷³

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. The purpose of the Specific Plan is to ensure conformity with the adopted General Plan. The parcels zoned for *Industrial Flex* are located east of Lotta Avenue and south of Firestone Boulevard. The purpose of the Industrial Flex (IF) zone is to continue the industrial job base in the area, while allowing flexibility to incorporate a mix of uses and job options, supporting innovative industry and living options in close proximity to transit, existing employment centers, and major corridors. The parcels located in the southernmost portion of the Planning Area, east of Atlantic Avenue, included in the *Urban Neighborhood* (UN) zone. This designation corresponds to the Urban Neighborhood Zone District. Finally, Subareas A through L (referred to as Parcels on the map) are designated as Transit Village (TV Zone). According to the Plan, multi-family residential uses are permitted in the TV Zone. Residential uses are encouraged to utilize density bonuses and these uses shall be consistent with the Zoning Code permitted uses for the *Transit Village* (TV) Zone.⁷⁴

The Planning Area totals 59 acres, of which an estimated 28 acres will consist of Mixed-Use Village Focused designated sub-areas; 5.9 acres will consist of streets, sidewalks, and railroads; 8.26 acres will be dedicated open space; and 1.28 acres will be reserved for flex uses. The remaining 16.46 acres will consist of uses that are Employment Focused. The areas designated Employment Focused south of Firestone Boulevard total an estimated 4.25 acres.

When taking into account the densities outlined in the City's Zoning Ordinance for Transit Village uses, an estimated 813 to 2,032 dwelling units may be constructed within the Transit Village Zone. For the Industrial Flex sub-areas, the total acreage (16.46 acres) was converted into square footage (716,997 square feet). From there, the maximum FAR using a potential density bonus of 2.50 was multiplied by the total square footage to derive the estimated build-out. There is a theoretical potential for an estimated 1,792,492 square feet of employment related uses. This estimate does not take into account parking, setbacks, and other open spaces requirements. Given the maximum permitted height of 90 feet, or eight stories, for uses located in TV zones, this estimate best reflects the theoretical build out possible under the Plan. The potential baseline maximum height limit of 90 feet or 8 stories may be increased to 110 feet or 10 stories with the application of the density bonus.

⁷³ City of South Gate. *Gateway District Specific Plan* [Public Review Draft], February 2019.

⁷⁴ Ibid.

MITIGATION MEASURES

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.

3.12 MINERAL RESOURCES IMPACTS

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 or the state? • Less than Significant 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).⁷⁵ 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.⁷⁶ 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.⁷⁷ 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.⁷⁸ This well is presently plugged and abandoned.⁷⁹ 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.

⁷⁵ California Department of Conservation. *San Gabriel Valley P-C Region Showing MRZ-2 Areas and Active Mine Operations*. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf

⁷⁶ Ibid.

⁷⁷ California, State of. Department of Conservation. *California Oil, Gas, and Geothermal Resources Well Finder*. <http://maps.conservation.ca.gov/doggr/#close>

⁷⁸ Google Earth. Site accessed June 13, 2017. The coordinates for the well were identified on the DOGGR website.

⁷⁹ California, State of. Department of Conservation. *Well Details*. <https://secure.conservation.ca.gov/WellSearch/Details?api=03720012>

MITIGATION MEASURES

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.

3.13 NOISE IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? • Less than Significant Impact.*

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB is the ambient noise level that is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.

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.⁸⁰ 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.⁸¹ The commercial component of the Specific Plan will be located within the normally acceptable range.⁸²

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 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. Therefore, all units located within the line-of-sight with the railroad right-of-way must install sound proof windows. As a result, the potential impacts are considered to be less than significant.

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

⁸⁰ South Gate General Plan 2035. *Chapter 9, Noise Element*. Table N-4 and N-5. Page 343.

⁸¹ Ibid.

⁸² Ibid.

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 those areas located south of Firestone Boulevard. 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. As a result, the potential impacts are considered to be less than significant.

B. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels? • Less than Significant Impact.

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. The streetscape plan, building design, and other development standards will be effective in attenuating any increased traffic noise. In addition, the future land uses and development will be required to comply with the City's noise control requirements as well as with the mitigation identified in the previous subsection. Adherence to all applicable City noise control requirements will reduce potential impacts to levels that are less than significant.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.⁸³ 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.⁸⁴ 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. As a result, no impacts in regards to construction noise will occur with the adoption and subsequent implementation of the Gateway District Specific Plan.

⁸³ USEPA, Protective Noise Levels. 1971

⁸⁴ Google Earth. Web site accessed June 13, 2017.

- 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.

MITIGATION MEASURES

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.

3.14 POPULATION & HOUSING IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?* • *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.⁸⁵ As indicated previously, the Plan's potential build out includes up to 2,032 dwelling units and an estimated 1,792,492 square feet of employment related uses. 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. In addition, the Gateway District Specific Plan will permit the provision of new affordable housing.

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 additional mitigation beyond that which may be required for individual development projects is required and no impacts will result.

⁸⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

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

There are no residential units located within the Planning Area. 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 displacement impacts will occur.

MITIGATION MEASURES

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.

3.15 PUBLIC SERVICES IMPACTS

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, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire department services? • No Impact.*

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. As a result, no additional mitigation beyond that which may be required for individual development projects is required and no impacts will occur.⁸⁶

- B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to law enforcement services? • No Impact.*

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

⁸⁶ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009.

from 4:00 AM to 2:00 AM, and bus service may operate subject to Metro Rapid Bus hours. 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 or impacts beyond that which may be required for individual development projects is required.

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • No Impact.

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.⁸⁷

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • 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. 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.

MITIGATION MEASURES

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.

⁸⁷ City of South Gate. South Gate General Plan 2035 [Final] Environmental Impact Report. (SCH NO. 2008071028). September 1, 2009.

3.16 RECREATION IMPACTS

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 require the construction of any new recreational facilities. The 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.

MITIGATION MEASURES

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.

3.17 TRANSPORTATION & CIRCULATION IMPACTS

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?* • *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

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. As a result, no additional impact beyond that which may be required for individual development projects is required.

B. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? • Less than Significant Impact.

According to CEQA Guidelines §15064.3 subdivision (b)(1), vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. The project's implementation will have less than significant impacts since the project will recycle existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

C. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • 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. 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 development may be allowed to provide parking at required ratios, suitable for TOD. To achieve this, the following measures shall apply.

- Limited vehicular access via curb cuts along Atlantic Avenue and Firestone Boulevard may be permitted, subject to site design review. The number, and specific locations, of curb cuts between the Atlantic/Firestone intersection and the existing railroad right-of-way shall be subject to city engineering approval.
- One vehicular crossing of the Gateway Plaza may be permitted for emergency circulation, subject to site plan review and city engineering approval.
- Coordinate vehicular circulation and parcel access points among multiple parcels.
- Configuration of vehicular circulation, including loading and unloading for non-residential uses, will be determined at the time of application.

- Provide adequate parking access as shown in the Plan (see Figure 4-1: Transit and Mobility Framework Plan): a) Provide vehicular passenger drop-off/ pick-up space on 1st Street adjacent to the LRT Station; b) Incorporate on-street parking on 1st Street, adjacent to the railroad right-of-way for transit users; c) Parking for transit users (surface lots and/or structures) are recommended to be located on Parcels C, D, E, and F, based on proximity to the LRT Station and opportunities to leverage shared facilities with residential and/or mixed-use development. d) District-level parking studies shall be completed when parking is proposed below the established Zoning Code requirements for Urban Zones.
- A District-level traffic study shall be completed to determine the appropriate number of lanes and access points, as necessary.
- For the purposes of this Plan, all uses inclusive of transit, residential, and non-residential uses are encouraged to share parking facilities and resources. 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.
- 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.
- The location of lots and structures are limited by Section 3.5 of this Plan. a. Locate parking lots the rear of the parcel (opposite circulation roads), if feasible, enabling proposed buildings and ground floor uses to have a direct relationship with streets and public spaces.
- Coordinate access to parking lots or structures among multiple parcels should be encouraged.⁸⁸

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.

MITIGATION MEASURES

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.

⁸⁸ City of South Gate. *Gateway District Specific Plan* [Pubic Review Draft], February 2019.

3.18 TRIBAL CULTURAL RESOURCES

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 5020.1(k)? • Less than Significant Impact.*

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. Adherence to the standard condition provided in Subsection 3.5.2.B will minimize the potential impacts to levels that are less than significant.

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.B will minimize the potential impacts to levels that are less than significant.

MITIGATION MEASURES

The analysis of tribal resources indicated that no significant impacts would result from the proposed project's implementation. As a result, no mitigation is required.

3.19 UTILITIES & SERVICE SYSTEMS IMPACTS

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? • Less than Significant Impact.

The County Sanitation Districts of Los Angeles County also treats wastewater from the City of South Gate.⁸⁹ 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. 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.

⁸⁹ Los Angeles County Sanitation Districts. www.lacsd.org/about/serviceareamap.asp

- *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.⁹⁰

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 2nd Street to the LACSD 18-inch trunk line from Neville Street (future Couplet Parkway) would convey wastewater from sub-areas C, H, J, and K.
- Extension of a 10-inch VCP pipeline along 4th Street would serve sub-areas K and L.
- Service to the sub-areas A and B 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.⁹¹

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 the reasonably foreseeable future development during normal, dry, and multiple dry years? • No Impact.

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.⁹² The adoption and subsequent implementation of the Gateway District Specific Plan will not lead to any

⁹⁰ City of South Gate. *Gateway District Specific Plan* [Pubic Review Draft], February 2019.

⁹¹ Ibid.

⁹² South Gate General Plan 2035. *Chapter 8 Public Facilities, Water Service/Water Supply.*

impacts not already identified in the certified EIR that was prepared for the City of South Gate General Plan.⁹³ 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.

C. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • Less than Significant Impact.

New development will involve the installation of more modern and up-to-date plumbing fixtures in the new buildings will likely result in less effluent generation and water consumption than cited previously. As a result, the project water consumption demand is not likely to exceed current levels. 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.⁹⁴ 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, the impacts are expected to be less than significant.

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? • No Impact.

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.

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

⁹³ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009.

⁹⁴ Ibid.

MITIGATION MEASURES

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.⁹⁵ As a result, no additional mitigation beyond that which may be required for individual development projects is required.

3.20 WILDFIRE

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 within an urbanized area and no areas containing natural vegetation is located near the project site. Furthermore, the Gateway District Specific Plan would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. All future construction staging and queuing activities must occur within the development sites. As a result, no impacts will occur.

B. *Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* • Less than Significant Impact.

The Planning Area is urbanized and there are no areas of native or natural vegetation found within the vicinity of the project area. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones. As a result, the potential impacts are considered to be less than significant.

C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* • Less than Significant Impact.

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project will be constructed in compliance with the 2016 Building Code. Future development will be required to adhere to all federal, local, and state government regulations governing the handling, use, transport, and storage of hazardous materials. As a result, the potential impacts will be less than significant.

⁹⁵ City of South Gate. *South Gate General Plan 2035 [Final] Environmental Impact Report*. (SCH NO. 2008071028). September 1, 2009

- D. Expose people or structures to significant risks, including down slope 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 project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The project site and surrounding areas are developed and ground cover is limited to urban development. Therefore, the project will not expose future employees or residents to other natural hazards related to a wildfire (mud flows, landslides, etc.) and no impacts will occur.

MITIGATION MEASURES

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? • Less than Significant Impact.*

The proposed project will not have the potential to degrade the quality of the environment since the project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat would result with the implementation of the proposed project. Furthermore, the best management practices identified in the WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection. Lastly, the project will include energy and water efficient appliances and fixtures.

- Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? • Less than Significant Impact.*

The cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD. In addition, the cumulative GHG emissions from the related projects identified in Section 2.4 Project Description (Background for Planning) will be below the thresholds of significance established by the SCAQMD.

- Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? • Less than Significant Impact.*

Daytime and nighttime light and glare from both the proposed project would not contribute any significant impacts since all future development must comply with the City's municipal code. The project's operational air quality impacts would be less than significant. Development contractors would be responsible for maintaining compliance with SCAQMD's mandatory Rule 403 regulations, which significantly reduce the generation of fugitive dust. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize emissions and odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant. Adherence to the construction noise regulations would also prevent the exposure of sensitive receptors to excess noise. Lastly, the addition of the project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant.



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SECTION 4 CONCLUSIONS

4.1 FINDINGS

This Initial Study determined that the adoption and subsequent implementation of the Gateway District Specific Plan would not have any significant adverse environmental impacts. The following findings can be made regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines based on the results of this initial study:

- The Gateway District Specific Plan *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.
- The Gateway District Specific Plan *will not* have the potential to achieve short term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.
- The Gateway District Specific Plan *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.
- The Gateway District Specific Plan *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.



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SECTION 5 REFERENCES

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