

FINAL • SEPTEMBER 2009

# South Gate General Plan 2035 Environmental Impact Report



Lead Agency:

**City of South Gate**

Prepared By:

**RBF Consulting**

**FINAL  
ENVIRONMENTAL IMPACT REPORT**

**SOUTH GATE  
GENERAL PLAN UPDATE**

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SCH NO. 2008071028

Lead Agency:



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## Final Environmental Impact Report

In accordance with Sections 15120 through 15132 and Section 15161 of the California Environmental Quality Act (CEQA) Guidelines, the City of South Gate has prepared an EIR for the South Gate General Plan 2035 Project (SCH #2008071028).

The Final EIR is comprised of the following:

- Mitigation Monitoring Program (Enclosed)
- Comments and Responses, including Errata for Final EIR (Enclosed)



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**SECTION 12.0**  
**MITIGATION MONITORING PROGRAM**

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## 12.0 MITIGATION MONITORING AND REPORTING PROGRAM

Sections 1.0 and 5.0 of this EIR identify the mitigation measures that will be implemented to reduce the impacts associated with the South Gate General Plan Update (South Gate General Plan 2035) project. The California Environmental Quality Act (CEQA) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in Section 21081.6 of the Public Resources Code,

*. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 1.0 and discussed in Section 5.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The applicant/developer of specific future projects will have the responsibility for implementing the measures, and the various City of South Gate departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.



**SOUTH GATE GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT**

**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	
<b>AESTHETICS</b>							
AES-1	Construction materials and equipment staging areas shall be located away from residential or other sensitive uses and, when feasible, appropriate screening (i.e., temporary fencing with opaque material) shall be used to buffer views of the construction site. Staging locations shall be indicated on Final Development Plans and Grading Plans.	During Pre-Construction/ Construction	Review and Approval of Final Development Plan and Grading Plan/Site Inspections	City of South Gate Community Development/ Redevelopment Department			
AES-2	Visual simulations depicting before (existing conditions) and after (with project conditions) representations of the proposed buildings and landscaping shall be required for future development projects, if deemed necessary by the City. The visual simulations are intended to convey an impression of the location, scale, and massing of the buildings to be constructed on a project site and to demonstrate the potential effects of the project. The viewpoint locations for visual simulation shall be determined by the Community Development Department.	Prior to Site Plan Approval	Review and Approval of Visual Simulations/ Approval of Site Plan	City of South Gate Community Development/ Redevelopment Department			
AES-3	All construction-related lighting shall include shielding in order to direct lighting down and away from residential or other sensitive uses and consist of the minimal wattage necessary to provide safety at the construction site. A construction safety lighting plan shall be submitted to the City for review concurrent with Grading Permit application.	Concurrent with Grading Permit Application/ During Construction	Review and Approval of Safety Lighting Plan/Site Inspections	City of South Gate Community Development/ Redevelopment Department			
AES-4	Future development projects shall be designed with lighting installed in locations and orientations that minimize light spillover on adjacent residential or other sensitive uses. All on-site lighting shall utilize directional lighting techniques and low wattage bulbs that direct light downwards and minimize light spillover to adjacent residential or other sensitive uses, without compromising site safety or security. Lighting fixtures shall use shielding, if necessary, to prevent spill lighting on adjacent off-site uses.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Review and Approval of Lighting Standards (Fixtures)/Site Inspections	City of South Gate Community Development/ Redevelopment Department			



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Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>AES-5</p> <p>Shade and shadow analysis and mitigation shall be required for future development projects, if deemed necessary by the City. The analysis will include a review of the shade and shadow effects during:</p> <ul style="list-style-type: none"> <li>The winter and summer solstices (December 21 and June 21), when the sun is at its lowest and highest point, respectively, and</li> <li>The spring and fall equinoxes (March 21 and September 21), when day and night are of approximately equal length.</li> </ul> <p>Mitigation shall be developed if shading impacts result for "shadow-sensitive" uses, such as residential, recreational, church, and school uses, or other shadow-sensitive uses determined by the City.</p>	Prior to Site Plan Approval	Review and Approval of Shade and Shadow Analysis/Approval of Site Plan	City of South Gate Community Development/Redevelopment Department			
<b>TRAFFIC</b>						
<p>TR-1</p> <p>Prior to City and/or State land use approvals, a project-specific technical traffic and parking analysis shall be prepared for the Civic and Justice Centers to determine construction- and operation-related impacts to adjacent roadways and intersections, site access impacts, and on-site parking impacts, and to identify mitigation. The analysis shall be conducted by a qualified traffic and parking consultant to the satisfaction of the City. All recommendations in the technical traffic and parking analysis shall be implemented in accordance with the timing specified in the analysis.</p>	Prior to City and/or State Land Use Approvals	Review and Approval Project-specific Technical Traffic and Parking Analysis for Civic and Justice Centers Project Area	City of South Gate Public Works Department			
<b>AIR QUALITY</b>						
<p>AQ-1</p> <p>Prior to City and/or State land use approvals, a project-specific technical Air Quality Analysis shall be prepared for the Civic and Justice Centers to determine regional and localized impacts related to construction, operational, cumulative, and greenhouse gas emissions. The impact analysis shall be conducted pursuant to the most recent South Coast Air Quality Management District Guidelines, Rules, and Regulations. All recommendations in the Air Quality Analysis</p>	Prior to City and/or State Land Use Approvals	Review and Approval of Project-specific Air Quality Analysis for Civic and Justice Centers Project Area	City of South Gate Community Development/Redevelopment Department			



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	shall be implemented in accordance with the timing specified in the analysis.					
<b>NOISE</b>						
NOI-1	<p>Project applicants shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:</p> <ul style="list-style-type: none"> <li>• Two weeks prior to the commencement of construction, notification must be provided to surrounding land uses within 1,000 feet of a project site disclosing the construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period.</li> <li>• Ensure that construction equipment is properly muffled according to industry standards and be in good working condition.</li> <li>• Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.</li> <li>• Schedule high noise-producing activities between the hours of 8:00 AM and 7:00 PM to minimize disruption on sensitive uses.</li> <li>• Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.</li> <li>• Use electric air compressors and similar power tools rather than diesel equipment, where feasible.</li> <li>• Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 30 minutes.</li> </ul>	Prior to Issuance of Grading Permit /During Construction	Site Inspections	City of South Gate Community Development/ Redevelopment Department		



**SOUTH GATE GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance			
				Initials	Date	Remarks	
<ul style="list-style-type: none"> <li>Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.</li> </ul> <p>Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.</p>							
NOI-2	Project applicants shall require by contract specifications that construction staging areas along with the operation of earthmoving equipment within the City would be located as far away from vibration and noise sensitive sites as possible. Should construction activities take place within 25 feet of an occupied structure, a project specific vibration impact analysis shall be conducted. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	Prior to Issuance of a Grading Permit/During Construction	Site Inspections	City of South Gate Community Development/ Redevelopment Department			
NOI-3	Project applicants shall require by contract specifications that heavily loaded trucks used during construction would be routed away from residential streets to the extent feasible. Contract specifications shall be included in the proposed project construction documents, which shall be reviewed by the City prior to issuance of a grading permit.	Prior to Issuance of a Grading Permit/During Construction	Review and Approval of Contract Specifications/ Issuance of Grading Permit	City of South Gate Community Development/ Redevelopment Department			
NOI-4	Prior to City and/or State land use approvals, a project-specific technical Acoustical Analysis shall be prepared for the Civic and Justice Centers to determine on- and off-site construction, stationary source, mobile source, and cumulative noise impacts and identify mitigation. The analysis shall be conducted by a qualified acoustical consultant to the satisfaction of the City. All recommendations in the Acoustical Analysis shall be implemented in accordance with the timing specified in the analysis.	Prior to City and/or State Land Use Approvals	Review and Approval of Project-specific Technical Acoustical Analysis	City of South Gate Community Development/ Redevelopment Department			



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Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<b>GEOLOGY AND SEISMIC HAZARDS</b>						
GEO-1	Prior to issuance of a Grading Permit for each future development project, a registered geologist or soils engineer shall prepare an area-specific Geologic Study, which shall be submitted to the Community Development/Redevelopment Department (Building and Safety) for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to liquefaction, expansion, and other geologic and seismic hazards, if any. All recommendations in the Geologic Study shall be implemented during area preparation, grading, and construction.	Prior to Issuance of Grading Permit/During Construction	Review and Approval of Geologic Study/Issuance of Grading Permit/Site Inspections	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)		
GEO-2	Prior to issuance of any Grading Permit, applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.	Prior to Issuance of a Grading Permit/During Construction	Review and Approval of Geologic Study/Issuance of Grading Permit/Site Inspections	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)		
<b>HYDROLOGY , DRAINAGE, AND WATER QUALITY</b>						
HYD-1	Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the Los Angeles RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential stormwater runoff impacts.	Prior to Issuance of Grading or Building Permit/During Construction	Review and Approval of SWPPP/Issuance of Grading or Building Permits/Site Inspections	City of South Gate Public Works Department		



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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HYD-2	Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), Structural Measures and Adaptive Management, under the guidelines in Development Planning for Stormwater Management - A Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP) prepared by Los Angeles County Department of Public Works (2002) or the most current/updated version. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.	Prior to Issuance of Grading Permits/During Construction/During Development Operations (Post Construction)	Review and Approval of SUSMP/Issuance of Grading Permit/Site Inspections	City of South Gate Public Works Department			
HYD-3	Prior to approval of project tract maps, the project owner/developer(s) shall be required to coordinate with the City's Public Works Department to determine requirements necessary to mitigate impacts to drainage improvements required to accommodate storage volumes and flood protection for existing and future runoff. Proposed projects shall implement mitigation measures, if required, to the satisfaction of the City of South Gate Public Works Director.	Prior to Approval of Project Tract Maps/ During Construction	Approval of Project Tract Maps/Site Inspections	City of South Gate Public Works Department			
<b>HAZARDS AND HAZARDOUS MATERIALS</b>							
HHM-1	The Community Development Department, in cooperation with the County of Los Angeles Fire Department and Department of Public Health, shall provide information to businesses on viable alternatives to hazardous materials. Create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.	In Conjunction with Implementation of General Plan	Update and Provide Information to Businesses on Alternatives to Hazardous Waste	City of South Gate Community Development/ Redevelopment Department /County of Los Angeles Fire Department and Department of Public Health			



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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HHM-2	The Community Development Department, in cooperation with the County of Los Angeles Fire Department and Department of Public Health, provide information on viable alternatives to household hazardous materials on the City's website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.	In Conjunction with Implementation of General Plan	Update City of South Gate Official Website with Information on Alternatives to Household Hazardous Waste Material	City of South Gate Community Development/ Redevelopment Department /County of Los Angeles Fire Department and Department of Public Health			
HHM-3	The Community Development Department shall ensure that all new land uses within the City of South Gate comply with applicable laws regarding hazardous substances transport, storage, use, and handling, as required by State and Federal agencies (i.e., RWQCB, DTSC, County of Los Angeles Fire Department, and County of Los Angeles Public Health, etc.) and incorporate precautions that protect adjoining uses (including schools) from unacceptable health and safety risks.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps	Compliance with Applicable Law	City of South Gate Community Development/ Redevelopment Department			
HHM-4	The City shall establish and adopt development standards that ensure that new mixed use districts that include residential uses near industrial development does not create an unacceptable risk of human exposure to hazardous materials.	In Conjunction with Implementation of General Plan	Update City Standards	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			
HHM-5	A Phase I Environmental Site Assessment (ESA) shall be prepared on a for the Civic and Justice Center project in accordance with ASTM Standard 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI), prior to any land acquisition and/or construction activities. The Phase I ESA would identify specific Recognized Environmental Conditions (RECs), which may require further sampling/remedial activities by a qualified hazardous materials consultant with Phase II and Phase III ESA experience prior to land acquisition, demolition and/or construction. All recommendations in the Phase I ESA or subsequent studies shall be implemented prior to the issuance of a demolition or construction permit, or in accordance with the timing specified in the ESA.	Prior to Land Acquisition, Demolition, and Construction	Review and Approval of Phase I ESA/Completion of Further Sampling/Remedial Activities, if Necessary/ Issuance of Permits	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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HHM-6	<p>If unknown wastes or suspect materials are discovered during construction by the contractor that are believed to involve hazardous waste or materials, the contractor shall comply with the following:</p> <ul style="list-style-type: none"> <li>• Immediately cease work in the vicinity of the suspected contaminant, and remove workers and the public from the area;</li> <li>• Notify the City's Project Engineer;</li> <li>• Secure the area as directed by the City's Project Engineer; and</li> <li>• Notify the implementing agency's Hazardous Waste/Materials Coordinator. The Hazardous Waste/Materials Coordinator shall advise the responsible party of further actions that shall be taken, if required.</li> </ul>	During Demolition or Construction	Site Inspection/ Notification of the Implementing Agency's Hazardous Waste/Materials Coordinator/ Compliance with Actions Identified by the Hazardous Waste/Materials Coordinator	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			
HHM-7	<p>Prior to the issuance of a demolition or construction permit, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act and California Occupational Safety and Health Administration certified building inspector to determine the levels of asbestos in structures should renovation or demolition occur. South Coast Air Quality Management District Rule 1403 (Asbestos Emissions From Demolition/Renovation Activities) would be required for any demolition or renovation work involving asbestos containing material. All recommendations in the asbestos survey shall be implemented prior to the issuance of a demolition or construction permit, or in accordance with the timing specified in the survey.</p>	Prior to Issuance of Demolition or Construction Permit	Review and Approval of Asbestos Survey/Abatement of Asbestos, if Necessary/ Issuance of Permits	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
HHM-8	Prior to the issuance of the demolition or construction permit, the project applicant and/or developer shall provide a letter to the Community Development Department from a qualified asbestos abatement consultant that no asbestos containing materials are present in the buildings.	Prior to Issuance of Demolition or Construction Permit	Submit Proof by Qualified Asbestos Abatement Consultant of No Asbestos Containing Materials in Buildings On-site/ Issuance of Permits	City of South Gate Community Development Department			
HHM-9	Prior to the issuance of the demolition or construction permit, a survey shall be conducted to determine the presence or absence of lead-based paint. If lead-based paint is found, abatement shall be required before any demolition activities occur that would create a lead dust or fume hazard. Lead-based paint removal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead. The individual(s) performing lead-based paint removal shall provide evidence of certified training for lead-related construction work.	Prior to Issuance of Demolition or Construction Permit	Evaluation of Paint Waste/Abatement of Lead Based Paint, if Necessary/ Issuance of Permits	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			
HHM-10	Prior to the issuance of the demolition or construction permit, the project applicant and/or developer shall provide a letter to the Community Development Department from a qualified lead paint abatement consultant that no lead paint is present in on-site buildings.	Prior to Issuance of Demolition or Construction Permit	Submit Proof by Qualified Lead Paint Abatement Consultant of No Lead Paint in On-site Buildings/ Issuance of Permits	City of South Gate Community Development/ Redevelopment Department (Building & Safety Division)			
<b>WASTEWATER</b>							
WW-1	Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to County Sanitation Districts of Los Angeles County.	Prior to Issuance of a Wastewater Permit	Payment of Applicable Fees to County Sanitation Districts of Los Angeles County/Issuance of Wastewater Permit	City of South Gate Public Works Department/County Sanitation Districts of Los Angeles County			



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
WW-2	Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to determine the adequacy of the sewer systems and submit the engineering study to the City for review and approval.	Prior to Issuance of a Building Permit	Review/Approval of Engineering Study/Issuance of Building Permit	City of South Gate Public Works Department			
WW-3	Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the County Sanitation District of Los Angeles County has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.	Prior to Issuance of a Building Permit	Provide Evidence of Sufficient Wastewater Transmission and Treatment Plant Capacity/Issuance of Building Permit	City of South Gate Public Works Department/County Sanitation Districts of Los Angeles County			
<b>POLICE PROTECTION</b>							
POL1	Conditions of Approval for significantly large retail centers development projects should include facilities and staffing for a police substation.	In Conjunction with Approval of Discretionary Cases and Tentative Subdivision Maps for Large Retail Centers	Site Plan Approval	City of South Gate Community Development/Redevelopment Department			
<b>CULTURAL RESOURCES</b>							
CR-1	During excavation and grading activities of any future development project, if archaeological or paleontological resources are discovered the project contractor shall stop all work and shall retain a qualified archaeologist or paleontologist to evaluate the significance of the finding and appropriate course of action. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission.	During Excavation and Grading Activities	On-Site Archaeological Monitor, if Archaeological or Paleontological Resources are Discovered	City of South Gate Community Development/Redevelopment Department			



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Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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CR-2	If human remains are discovered during the development any projects, all activity shall cease immediately, and the project contractor shall notify the Los Angeles County Coroner's Office immediately under state law, and a qualified archaeologist and Native American monitor shall be contacted. Should the Coroner determine the human remains to be Native American, the Native American Heritage Commission shall be contacted pursuant to Public Resources Code Section 5097.98.	During Excavation and Grading Activities	On-Site Monitor Report to Los Angeles County Coroner's Office, if Human Remains are Discovered	City of South Gate Community Development/ Redevelopment Department/Los Angeles County Coroner's Office			
CR-3	<p>Prior to issuance of excavation/grading or building permits, a site-specific Historical Resource Survey of the Civic and Justice Centers project area shall be conducted to determine the extent of impacts to known and unknown historic resources and to identify feasible mitigation measures that would reduce or eliminate the potential impact. Section 7.68.060 of the City's <i>Municipal Code</i> identifies the historical significance of two historic resources within the project area (i.e., the mosaic situated at the west entrance of the Civic Center Community Building and South Gate Community Center [former library]). In the event the Historical Resource Survey identifies additional historic resources within the project area, the Survey shall determine the historical significance, quality, and age of the historic resource(s). The Historical Resource Survey shall evaluate the integrity of historic resources within the Civic and Justice Centers project area and recommend the appropriate mitigation to reduce and/or eliminate any potential significant impact. Mitigation may include the following:</p> <p>(1) <u>Preservation</u>. Maintain the historic resources within the Civic and Justice Centers project area in their current locations.</p> <p>(2) <u>On-Site Relocation</u>. The historic resources shall be relocated within the Civic and Justice Centers project area. Relocation efforts shall be undertaken in accordance with a Relocation Plan prepared by a qualified architectural historian, historic architect, or</p>	Prior to Issuance of Excavation/Grading or Building Permits for Civic and Justice Centers Project Area	Review and Approval of Site-Specific Historical Resource Survey of Civic and Justice Centers Project Area/Issuance of Permits	City of South Gate Community Development/ Redevelopment Department			



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Mitigation Measure	Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
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<p>historic preservation professional that satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture. Relocation of historic resources shall be conducted in accordance with Historic American Buildings Survey (HABS) standards. Upon relocation of the historic structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed shall be undertaken in a manner consistent with HABS standards. There should be a public information sign/plaque at the relocation site, which explains why the resource is significant.</p> <p>(3) <u>Off-Site Relocation</u>. The historic resources shall be relocated to a new site if feasible and preservation within the Civic and Justice Centers project area is infeasible for construction of the proposed Civic and Justice Centers project. Relocation efforts shall be undertaken in accordance with a Relocation Plan prepared by a qualified architectural historian, historic architect, or historic preservation professional that satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture. Relocation of historic resources shall be conducted in accordance with Historic American Buildings Survey (HABS) standards. Upon relocation of the historic structure to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed shall be undertaken in a manner consistent with HABS standards. There should be a public information sign/plaque at the relocation site, which explains why the resource is significant.</p> <p>(4) <u>Recordation</u>. In the event neither preservation nor relocation of the historic resource is feasible, recordation (by photographs, measured drawings, and</p>						



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<p>narrative) of the historic resource shall be made in order to ensure a permanent record of the present appearance and context of the historical resource is maintained. Prior to the issuance of a demolition permit and any on-site construction activities, recordation of historic resources shall be conducted in accordance to Historic American Buildings Survey (HABS) standards. This documentation shall be prepared by a qualified architectural historian, historic architect, or historic preservation professional that satisfies the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, and be completed prior to demolition.</p> <p>The documentation shall be held on file with the City of South Gate Community Development Department and the South Central Coastal Information Center.</p> <p>(5) <u>Salvage</u>. Prior to demolition, an opportunity for architectural salvage shall be given to a local historical group or similar architectural salvage group.</p>						



**SECTION 13.0**  
**COMMENTS AND RESPONSES**

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## 13.0 COMMENTS AND RESPONSES

### 13.1 CEQA REQUIREMENTS

Before approving a project, the *California Environmental Quality Act (CEQA)* requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with *CEQA Guidelines* Sections 15120 through 15132 and Section 15161, the City of South Gate has prepared an EIR for the General Plan Update (SCH #2008071028). The Comments and Responses section, combined with the Draft EIR and Mitigation Monitoring Program, comprise the Final EIR.

The following is an excerpt from the *CEQA Guidelines*, Section 15132, Contents of Final Environmental Impact Report:

*The Final EIR shall consist of:*

- (a) *The Draft EIR or a version of the draft.*
- (b) *Comments and recommendations received on the Draft EIR either verbatim or in summary.*
- (c) *A list of persons, organizations, and public agencies commenting on the Draft EIR.*
- (d) *The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) *Any other information added by the Lead Agency.*

This Comments and Responses section includes all of the above-required components and shall be attached to the Final EIR. As noted above, the Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR following the public review period.

### 13.2 PUBLIC REVIEW PROCESS – DRAFT EIR

The Draft EIR was circulated for review and comment to the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. The 45-day public review period ran from June 1, 2009 to July 15, 2009. Comments received during the 45-day public review period from the public and local and State agencies on the Draft EIR have been incorporated into this section.

### 13.3 FINAL EIR

The Final EIR allows the public and Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation



Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by *CEQA Guidelines* Section 15090:

That the Final EIR has been completed in compliance with *CEQA*;

That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and

That the Final EIR reflects the Lead Agency's independent judgment and analysis.

Additionally, pursuant to *CEQA Guidelines* Section 15093(b), when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant, unavoidable impacts, the Lead Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lead Agency for consideration of the proposed project.

## 13.4 ORGANIZATION OF COMMENTS AND RESPONSES

This section is organized in the following manner:

- Written Comment Letters and Responses
- Errata for Final EIR

## 13.5 WRITTEN COMMENT LETTERS AND RESPONSES

All correspondence from those agencies or individuals commenting on the Draft EIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising significant environmental issues. Added or modified text is underlined (example), while deleted text will have a strike out (~~example~~) through the text, and is included in a box, as the example below shows.

~~“Text from EIR”~~ Text from EIR



## Comment Letters

A total of eight written comment letters were received; six during the 45-day public review period and one following the close of the public review period.

- A. Downey Unified School District, June 5, 2009
- B. Native American Heritage Commission, June 9, 2009
- C. County Sanitation Districts of Los Angeles County, June 24, 2009
- D. County Sanitation Districts of Los Angeles County, June 24, 2009
- E. Metropolitan Water District of Southern California, July 7, 2009
- F. Southern California Association of Governments, July 15, 2009
- G. State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, July 16, 2009
- H. State of California, Department of Transportation, July 13, 2009

LETTER A



**Downey Unified School District**

**Gallegos Administration Center**

**11627 Brookshire Avenue, P.O. Box 7017, Downey, California 90241-7017**

**(562) 469-6500, FAX: (562) 469-6515**

**Board of Education**

*President*

D. Mark Morris

*Vice President*

Barbara R. Samperi

*Clerk*

Martha E. Sodetani

*Members*

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William A. Gutierrez

Donald E. LaPlante

Nancy A. Swenson

*Superintendent*

Wendy L. Doty, Ed.D.

June 5, 2009

Mr. Steve LeFever  
Director of Community Development  
8650 California Avenue  
South Gate, California 90280

RE: Notice of Availability of Draft Environmental Impact Report for General  
Plan Update SCH NO. 2008071028

Dear Mr. LeFever:

The Downey Unified School District is takes no exception to the South Gate  
General Plan 2035 Environmental Impact Report.

A1

Sincerely,

A handwritten signature in cursive script that reads "Buck Weinfurter".

Buck Weinfurter, Director  
Maintenance, Operations and Transportation



**A. RESPONSES TO COMMENTS FROM BUCK WEINFURTER, DIRECTOR, MAINTENANCE, OPERATIONS AND TRANSPORTATION, DOWNEY UNIFIED SCHOOL DISTRICT, DATED JUNE 5, 2009.**

- A1. This comment letter does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

# LETTER B

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
e-mail: [ds\\_nahc@pacbell.net](mailto:ds_nahc@pacbell.net)



June 9, 2009

Mr. Steve LeFever, Director of Community Development

### CITY OF SOUTH GATE

8650 California Avenue  
South Gate, CA 90280

Re: SCH#2008071028; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the South Gate General Plan; Los Angeles County, California

Dear Mr. LeFever:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f)-CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ <http://www.ohp.parks.ca.gov>. The record search will determine:
  - If a part or the entire APE has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded in or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ The Native American Heritage Commission (NAHC) performed:
  - A Sacred Lands File (SLF) search of the project 'area of potential effect (APE) was conducted'. The results: No known Native American Cultural Resources were identified within one-half mile of the 'area of potential effect' (APE).. The NAHC urges caution with any ground-breaking activity. The NAHC SLF is not exhaustive and local tribal contacts should be consulted from the attached list and there are Native American cultural resources in close proximity..
  - The NAHC advises the use of Native American Monitors, also, when professional archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC, FURTHER, recommends that contact be made with Native American Contacts on the attached list to get their input on potential IMPACT of the project (APE) on cultural resources.. In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s) or Native American individuals or elders.
  - ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

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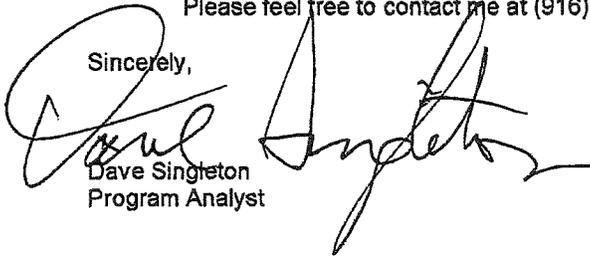
## LETTER B

- Again, a culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
- √ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.
  - \* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.
- √ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.
- √ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

B1

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton  
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse



**B. RESPONSES TO COMMENTS FROM DAVE SINGLETON, PROGRAM ANALYST,  
NATIVE AMERICAN HERITAGE COMMISSION, DATED JUNE 9, 2009.**

- B1. The Commentator requests that project-related impacts on historical resources and archaeological resources are assessed per CEQA Guidelines 15064.5(b)(c). As part of the preparation of the environmental analysis in the Draft EIR, a Records Search Results was prepared by the South Central Coastal Information System. The results of the records search are summarized in Section 5.18, Cultural Resources, and included in their entirety in Appendix H. Section 5.18, Cultural Resources, of the Draft EIR adequately addresses the environmental considerations cited in the comment letter.

In addition, the proposed project involves an update to the General Plan, and thus tribal consultation is required pursuant to SB 18 and Government Code Section 65352.3. The Native American Heritage Commission was contacted to investigate whether any Native American resources are located within the vicinity of the City of South Gate. The Native American Heritage Commission provided contact names for three tribes:

Gabrielino/Tongva Tribal Council  
Anthony Morales, Chairperson  
PO Box 693  
San Gabriel, CA 91778

Sam Dunlap, Tribal Secretary  
761 Terminal Street, Bldg 1, 2<sup>nd</sup> floor  
Los Angeles, CA 90021

Susan Frank  
Gabrielino Band of Mission Indians of CA  
P.O. Box 3021  
Beaumont, CA 92223

Letters were sent to the three tribes in July 2007 to solicit their input on protecting and/or mitigating impacts on any cultural places or sacred lands in the Project Area of Potential Effect, in accordance with Government Code Section 65352.3. The General Plan consultant received a verbal response from Anthony Morales within the 90-day period during which a tribe may respond and request a consultation advising how any cultural resources and Areas of Traditional Use may be best protected. To address the comments raised by Anthony Morales, specific policies were developed and included in the Green City Element of the proposed General Plan Update.

# LETTER C



## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

June 24, 2009

File No: 01-00.04-00  
02-00.04-00

Mr. Steve LeFever, Director  
Community Development Department  
City of South Gate  
8650 California Avenue  
South Gate, CA 90280

Dear Mr. LeFever:

### South Gate General Plan Update

The County Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report for the subject project on June 1, 2009. We offer the following comments and updated information regarding sewerage service:

1. *Page 5.11-2, Wastewater, Treatment Facilities:* Various Districts serve the cities mentioned in the first sentence of this paragraph; specifically, Districts Nos. 1 and 2 serve the City of South Gate. Also, The Joint Water Pollution Control Plant currently processes an average flow of 289.3 million gallons per day. C1
2. *Page 5.11-3, Table 5.11-1 and Page 4.11-6, Table 5.11-2:* Although the Districts do not provide an average wastewater generation factor for general commercial use, factors are provided for specific commercial uses (i.e., shopping center, store, regional mall, restaurant). Since specific commercial development information is not available at this time, 200 gallons per day per 1,000 square feet (gpd/1,000 sf) is acceptable; however, the Districts will likely use 325 gpd/1,000 sf for a more conservative estimate on individual development projects. C2
3. All other information concerning Districts' facilities and sewerage service contained in the document is current. C3

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen  
Customer Service Specialist  
Facilities Planning Department

RIF:rf



**C. RESPONSES TO COMMENTS FROM RUTH I. FRAZEN, CUSTOMER SERVICE SPECIALIST, FACILITIES PLANNING DEPARTMENT, COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY, DATED JUNE 24, 2009.**

C1. The Commentator provides updated information regarding the amount of wastewater processed at the Joint Water Pollution Control Plant (JWPCP), which is operated by the Districts. The last sentence in the first paragraph on page 5.11-2 of the Draft EIR will be revised as follows in the Final EIR:

This facility has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of ~~340.8 mgd~~ 289.3 mgd.

C2. The Commentator acknowledges that the wastewater generation factor of 200 gallons per day per 1,000 square feet of commercial use is an acceptable factor that is utilized throughout Section 5.11 of the Draft EIR, but does note a generation factor that will likely be used for individual commercial development projects. The purpose of the EIR is to provide a worst-case review of potential impacts associated with implementation of the proposed General Plan Update. Therefore, the commercial generation factor will be revised from 200 gallons per day per 1,000 square feet to 325 gallons per day per 1,000 square feet. The analysis and Table 5.11-1 on pages 5.11-2 and 5.11.3 of the Draft EIR will be revised as follows in the Final EIR:

**Impact Analysis:** Implementation of the proposed General Plan Update would result in increased demand on the existing sewer system from increased sewage flows. As indicated in Table 5.11-1, Net Increase In Wastewater Generation Under General Plan Update, buildout of the proposed General Plan Update would generate an additional ~~2.02~~ 2.12 million gallons per day (mgd) of effluent sewer flow to the existing sewer conveyance system.

**Table 5.11-1  
Net Increase in Wastewater Generation Under General Plan Update**

Land Use	Units	Generation Factor	Wastewater Generation
Single Family Residential*	4,538 du	260 gpd / du	1,179,880 gpd
Commercial <sup>res</sup>	832,500 sf	<del>200</del> 325 gpd / 1,000 sf	<del>166,500</del> 270,563 gpd
Office	344,250 sf	200 gpd / 1,000 sf	68,850 gpd
Industrial	200,000 sf	25 gpd / 1,000 sf	5,000 gpd
Institutional	30,000 students	20 gpd / student	600,000 gpd
<b>Total</b>			<b><del>2,020,230</del> 2,124,293 gpd</b> or <b><del>2.02</del> 2.12 mgd</b>



du = dwelling units gpd = gallons per day mgd = million gallons per day s.f. = square feet  
\* For purposes of providing a conservative wastewater estimate, increased dwelling units associated with the proposed General Plan Update are assumed to be single-family dwelling units.  
~~\*\* An office generation factor is assumed for commercial uses as no commercial use generation factor is identified.~~  
Source: County Sanitation District of Los Angeles County, "Table 1 – Loading for Each Class of Land Use", [http://lacsdc.org/info/will\\_serve\\_program/default.asp](http://lacsdc.org/info/will_serve_program/default.asp), Accessed January 8, 2009.

- C3. The Commentator acknowledges that all other information concerning the Districts' facilities and sewerage service in the EIR is current. Therefore, no further response is necessary.

# LETTER D



## COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

STEPHEN R. MAGUIN  
Chief Engineer and General Manager

June 24, 2009

File No. 31R-100.10

Mr. Steve LeFever  
Director of Community Development  
City of South Gate  
8650 California Avenue  
South Gate, California 90280

Dear Mr. LeFever:

### **Comments on Draft Environmental Impact Report (DEIR) for the City of South Gate General Plan Update**

The County Sanitation Districts of Los Angeles County (Districts) appreciate the opportunity to comment on the subject DEIR, for which a Notice of Availability letter was received on June 1, 2009.

The Districts is a partnership of 24 independent special districts providing wastewater and solid waste management services for about 5.3 million people in Los Angeles County. The Districts' service area covers approximately 820 square miles and encompasses 78 cities and unincorporated territory within the county. On the solid waste management side, the Districts operates three active sanitary landfills, four landfill energy recovery facilities, two recycle centers, three materials recovery/transfer facilities, and participates in the operation of two refuse-to-energy facilities.

There are seven major public and private landfills operating in Los Angeles County. The Puente Hills Landfill (PHLF), located at 13130 Crossroads Parkway South in the City of Industry is the closest landfill operated by the Districts that could be used by the proposed project. The conditional use permit (CUP) for the PHLF authorizes the disposal of a maximum of 13,200 tons per day. Disposal operations will continue under the CUP until October 31, 2013. The site will then stop accepting waste for disposal. We have projected that there is insufficient permitted disposal capacity within Los Angeles County after PHLF closes. However, there will be additional capacity available through the use of waste-by-rail at the Districts' Mesquite Regional Landfill in Imperial County. All of the necessary permits and approvals have been issued for this landfill which is now prepared to receive waste.

The Districts is currently in the process of designing and constructing the rail facilities necessary to begin Waste-by-Rail operation by 2011/2012. To that end, the City of Industry Planning Commission approved the CUP for the Puente Hills Intermodal Facility (PHIMF) in June 2008. The PHIMF will be used for loading and unloading rail-ready shipping containers for the Waste-by-Rail system. In the Mesquite Regional Landfill Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from Metropolitan Los Angeles to Glamis and then by a proposed 4.5-mile rail spur built to the site. As local

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# LETTER D

Mr. Steve LeFever

-2-

June 24, 2009

disposal diminishes, privately owned MRFs and transfer stations may elect to become part of the Waste-by-Rail system. The Districts will work with any entities that wish to utilize the Waste-by-Rail system.

Other solid waste management facilities operated by the Districts that are available to the proposed project is the Commerce Refuse-to-Energy Facility (CREF) and the Puente Hills Materials Recovery Facility (PHMRF). CREF is located at 5926 Sheila Street in the city of Commerce. CREF is a transformation facility that is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. CREF currently receives approximately 420 tons per day of refuse. The PHMRF is located at 2808 Workman Mill Road in the city of Whittier. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week of municipal solid waste. The PHMRF currently receives approximately 400 tons per day from select commercial waste upon a pre-approved basis or upon satisfactory inspection at the facility.

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If you have additional questions concerning this response, please contact me at (562) 908-4288, extension 2764.

Very truly yours,

Stephen R. Maguin



Ziad El Jack  
Senior Engineer  
Planning Section

ZE:mh



**D. RESPONSES TO COMMENTS FROM ZAID EL JACK, SENIOR ENGINEER, PLANNING SECTION, COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY, DATED JUNE 24, 2009.**

- D1. The Commentator provides information regarding the County Sanitation Districts of Los Angeles County (Districts) solid waste operations and facilities. The information provided in the comments supplements the information in the Environmental Setting portion of Section 5.16, Solid Waste, in the Draft EIR. However, the information does not change the conclusions reached in the Draft EIR in Section 5.16.4, Impacts and Mitigation Measures, and Section 5.16.5, Cumulative Impacts and Mitigation Measures.

The following text will be added prior to the subheading “5.16.3 Significance Threshold Criteria) on page 5.16-7 in the Final EIR:

**County Sanitation Districts of Los Angeles County**

The County Sanitation Districts of Los Angeles County (Districts) is a partnership of 24 independent special districts providing solid waste and wastewater management services for approximately 5.3 million people in Los Angeles County. The Districts service area covers approximately 820 square miles and encompasses 78 cities, including the City South Gate, and unincorporated territory within Los Angeles County.

The Districts operates three active sanitary landfills, four landfill energy recovery facilities, two recycle centers, three materials recovery/transfer facilities, and participates in the operation of two refuse-to-energy facilities.

There are seven major public and private landfills operating in Los Angeles County, refer to Table 5.16-1. The Puente Hills Landfill (PHLF) is operating under a Conditional Use Permit that allows disposal operations until October 31, 2013, at which time disposal operations will cease. The Districts has projected there is insufficient disposal capacity within Los Angeles County when PHLF closes. However, there will be additional capacity available through the use of Waste-by-Rail at the Districts’ Mesquite Regional Landfill in Imperial County, which has all of the necessary permits and approval and is now available to receive waste.

The Districts is currently in the process of designing and constructing the rail facilities necessary to begin the Waste-by-Rail operation by 2011/2012. As part of this process, the City of Industry Planning Commission approved the Conditional Use Permit for the Puente Hills Intermodal Facility (PHIMF) in June 2008. The PHIMP will be used for loading and unloading rail-ready shipping containers for the Waste-by-Rail system. In the Mesquite Regional Landfill Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad main line, which extends from metropolitan Los Angeles to Glamis, and then by a proposed 4.5-mile rail spur built to the site. As local disposal diminishes, privately-owned materials recovery facilities and transfer stations may



elect to become part of the Waste-by-Rail system. The Districts will work with any entities that wish to utilize the Waste-by-Rail system.

Other solid waste management facilities operated by the Districts that are available to the City of South Gate are the Commerce Refuse-to-Energy Facility (CREF) and the Puente Hills Materials Recovery Facility (PHMRF). The CREF is a transformation facility that is permitted to accept up to 1,000 tons per day, not to exceed 2,800 tons per week. Currently, the CREF receives approximately 420 tons per day. The PHMRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week of municipal solid waste. Currently, the PHMRF receives approximately 400 tons per day from select commercial waste haulers upon a pre-approved basis or upon a satisfactory inspection at the facility.

# LETTER E



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

July 7, 2009

Via Electronic and Regular Mail

Mr. Steve LeFever  
Director of Community Development  
City of South Gate  
8650 California Ave  
South Gate, CA 90280

Dear Mr. LeFever:

Notice of Availability of a Draft Environmental Impact  
Report (DEIR) for General Plan Update SCH NO. 2008071028

Thank you for including the Metropolitan Water District of Southern California (Metropolitan) in the environmental review process for the General Plan Update (Project). The City of South Gate is the Lead Agency under the California Environmental Quality Act for the Project. The Project aims to:

- Update the City's environmental baseline conditions to the year 2008
- Provide new goals, objectives, and policies to address future development and growth within the City
- Provide a basis for informative decisions when considering the 2035 development associated with implementation of the General Plan in the City of South Gate

The proposed Project is located within the boundaries of the City of South Gate in the central portion of the County of Los Angeles, as bounded by the Cities of Downey to the east; Bell Gardens, Cudahy, and Huntington Park to the north; Walnut Park and Los Angeles to the west; and Paramount and Lynwood to the south. This letter contains Metropolitan's comments to the proposed Project as a potentially affected public agency.

Our review of the project documents indicates that Metropolitan owns and operates a number of facilities, rights-of-way, and property holdings within the proposed project location. Metropolitan previously identified these facilities and their locations in a letter dated September 30, 2008, in response to the Water Service Questionnaire circulated for the Project. Our response was cataloged in Appendix F of the May 2009 DEIR.

Metropolitan remains concerned with water quality issues and potential impacts to its facilities and property holdings that may result from land use changes, and the DEIR should analyze the

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E3

## LETTER E

Mr. LeFever  
Page 2  
July 7, 2009

effects of implementing the Project on Metropolitan's conveyance facilities within the study boundaries.

E3

Any proposed modifications to the General Plan should not impact or impose additional restrictions on the use of Metropolitan's properties for water conveyance purposed and related projects. Development of the Southern Greenway may impact Metropolitan's Middle Cross Feeder, which runs along the length of Southern Avenue within the project area. Portions of the Middle Feeder run along the LA River Trail and the Rio Hondo River Trail. Metropolitan's corridors must not be designated as open space or parklands in a way that could limit Metropolitan's operational use for water purposes. The enclosed map should assist the County in evaluating proposed land use changes in the vicinity of Metropolitan facilities and property.

E4

We appreciate the opportunity to provide input to your planning process and we look forward to continuing discussion on this Project. For further assistance, please contact Miss Connie Yee at (213) 217-5657.

Very truly yours,



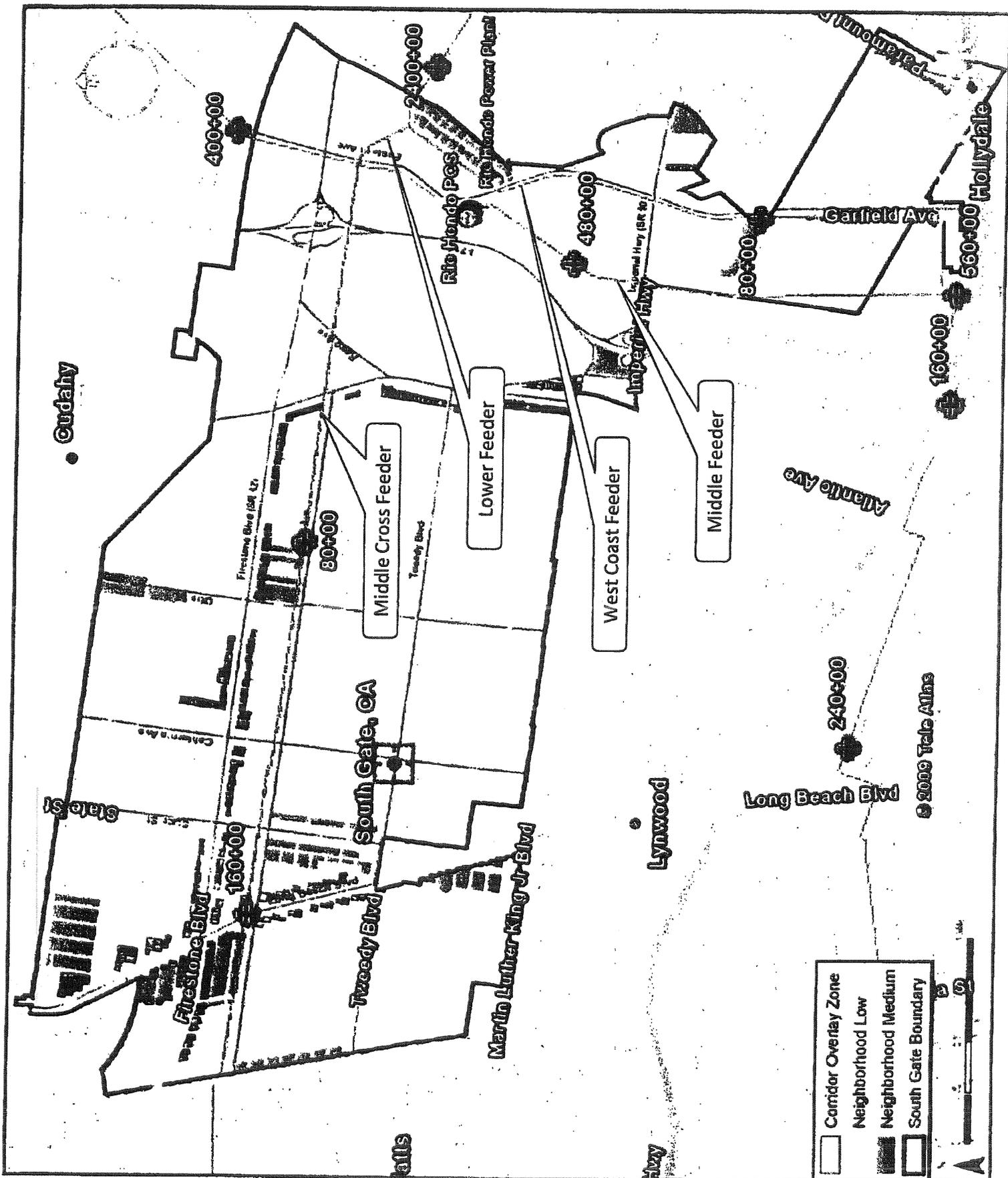
Delaine W. Shane  
Manager, Environmental Planning Team

CY/cy

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CommentLtr.Doc

Enclosures: Project Location Map

LETTER E





**E. RESPONSES TO COMMENTS FROM DELAINE W. SHANE, MANAGER, ENVIRONMENTAL PLANNING TEAM, METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA, DATED JULY 7, 2009.**

E1. The Commentator restates the project location and objectives, and notes that the Metropolitan Water District of Southern California (MWD) has commented on the project as a potentially affected public agency.

E2. The Commentator states that MWD owns and operates facilities within the City of South Gate, and identified these facilities in a letter dated September 30, 2008. The letter is included in Appendix F of the Draft EIR. The information provided by MWD in Appendix F specifically cited the name and location of the locations within the City of South Gate. Text will be added to the Final EIR to note the MWD facilities within the City of South Gate, along with an exhibit graphically depict their the location.

The following text will be added to page 5.10-5 immediately before the subheading "WATER SUPPLY" in the Final EIR:

**MWD Facilities**

MWD owns and operates the following facilities within or adjacent to the City's boundaries (refer to Exhibit 5.10-1, MWD Facilities in South Gate):

- Middle Cross Feeder: an approximately 77-inch diameter pipeline, within fee property, that traverses the City in a mostly west-easterly direction and runs parallel to Southern Avenue.
- Middle Feeder: an approximately 72-inch diameter pipeline, within permanent easement right-of-way, that traverses the City in a northern-southern direction and runs mostly west of Garfield Avenue.
- West Coast County Feeder: an approximately 65-inch diameter pipeline, within street easement, that traverses the City in a northern-southern direction and runs mostly along Garfield Avenue.
- Lower Feeder: an approximately 77-inch diameter pipeline, within street easement, that traverses the City in a mostly west-easterly direction and runs mostly along Stewart and Gray Road.
- Rio Hondo Pressure Control Structure and Power Plant along the Middle Feeder at 9840 Miller Way.
- Interconnecting valves, meters, and service connections along the various feeders.

The easement MWD has for these facilities are to allow MWD to maintain its rights-of-way and to access the facilities at all times to repair and/or maintain the condition of the facilities. MWD policy is to review development plans for any activity in the immediate vicinity of the pipelines or facilities to ensure that MWD's day-to-day operations, repairs, or access to the facilities is not restricted or impacted. The City of South Gate currently complies with this policy and would continue to do so in the future.



In addition, Exhibit 5.10-1 will be included in the Final EIR.

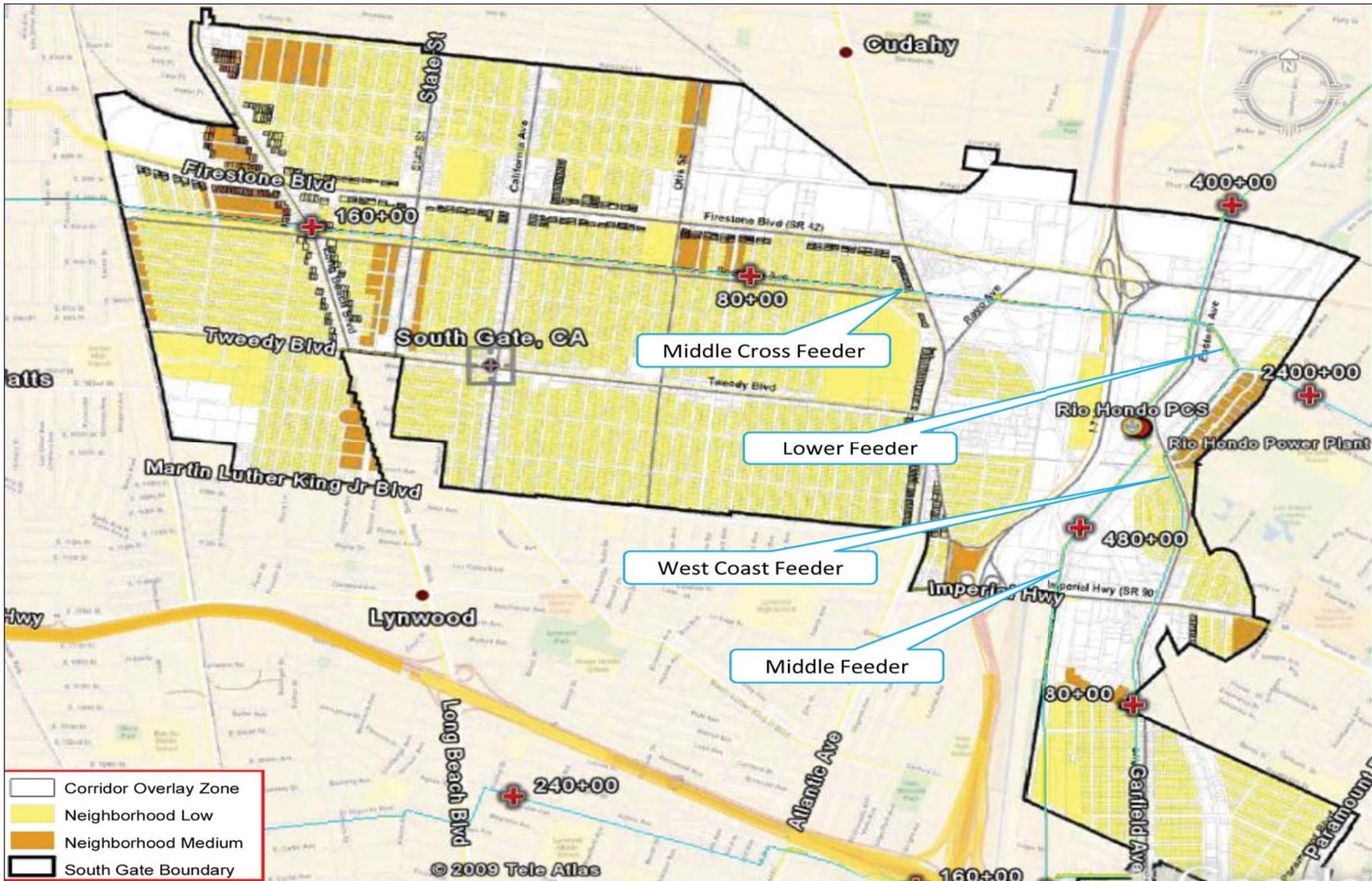
- E3. Water Supply issues are addressed in Section 5.10, Water Supply, in the Draft EIR, while water quality issues are addressed in Section 5.8, Hydrology, Drainage, and Water Quality. Both short-term and long-term water quality impacts are discussed on pages 5.8-13 to 5.8-16 of the Draft EIR, which concluded that the impacts would be less than significant with application of the General Plan policies and mitigation measures HYD-1 and HYD-2.

As noted in Response E4, the City of South Gate currently submits development plans in the immediate vicinity of MWD facilities to MWD for review and written approval. This existing practice would continue after adoption of the General Plan 2035. As also noted in Response E4, the City will ensure that the Community Design Element Districts and Corridors Types allow for Civic/Institutional Uses, which would include MWD facilities. Given that the parameters in which MWD facilities are operated and maintained would not change with the General Plan 2035, no additional discussion beyond the text that will be added (refer to Response E2) is warranted in the EIR.

- E4. The City acknowledges MWD's comment regarding proposed modifications to the General Plan should not impact or impose additional restrictions on the use of MWD's properties for water conveyance purposed and related projects.

The Community Design Element of the proposed General Plan 2035 includes a discussion of Places Types, as well as several tables indicating allowable Places Types within Districts and Corridors (Table CD 7 and CD 8, respectively). The place type Civic/Institutional provides for public and quasi-public uses such as government buildings, public and private schools, colleges, community centers, religious centers, parking structures, and utility stations. Civic/Institutional uses are allowed in a number of the Districts and Corridors. The City will review the draft General Plan and revise as necessary to ensure that Districts and Corridors in which the MWD facilities are located allow for Civic/Institutional uses.

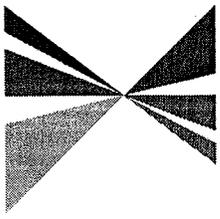
The City of South Gate understands the importance of MWD's facilities for regional water supply, and that MWD needs to maintain its rights-of-way and to have access to the facilities at all times to repair and/or maintain the condition of the facilities. MWD policy is to review and provide written approval for development plans in the immediate vicinity of the pipelines or facilities to ensure that MWD's day-to-day operations, repairs, or access to the facilities is not restricted or impacted. The City of South Gate currently complies with this policy and would continue to do so in the future.



Source: Metropolitan Water District of Southern California, 2009.

# LETTER F

SOUTHERN CALIFORNIA



**ASSOCIATION of  
GOVERNMENTS**

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July 15, 2009

Mr. Steve LeFever  
Director of Community Development  
City of South Gate  
8650 California Avenue  
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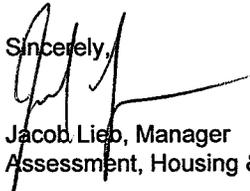
**RE: SCAG Comments on the Draft Environmental Impact Report for the City of South Gate General Plan Update [SCAG No. I20090383]**

Dear Mr. LeFever,

Thank you for submitting the **Draft Environmental Impact Report for the City of South Gate General Plan Update [SCAG No. I20090383]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The General Plan Update is a comprehensive update of the 1986 General Plan.

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1800. Thank you.

Sincerely,  
  
Jacob Lieb, Manager  
Assessment, Housing & EIR

DOCS# 152280

The Regional Council is comprised of 83 elected officials representing 189 cities, six counties, five County Transportation Commissions, Imperial Valley Association of Governments and a Tribal Government representative within Southern California.

6.16.09

F1

# LETTER F

July 15, 2009  
Mr. LeFever

SCAG No. I20090383

## COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SOUTH GATE GENERAL PLAN UPDATE [SCAG NO. I20090383]

### PROJECT LOCATION

The City of South Gate is located in the central portion of the County of Los Angeles, and is bordered by the Cities of Downey to the east; Bell Gardens, Cudahy, and Huntington Park to the north; Walnut Park and Los Angeles to the west; and Paramount and Lynwood to the south.

### PROJECT DESCRIPTION

The General Plan Update is a comprehensive update of the 1986 General Plan. The update includes an update and reorganization of existing elements, resulting in the following State mandated and optional elements: Community Design, Mobility, Economics, Green City (includes Air Quality), Public Facilities and Services, Healthy Community (includes Safety), Noise, and Housing.

Major components of the General Plan Update include:

- Update of existing conditions, with year 2008 serving as the baseline year.
- Update of General Plan development projections to the year 2035. Projections for population, residential, and non-residential development have been updated for the projected horizon year.
- Update of the Community Design Element, including the establishment of "Place Types."
- Establishment of planning principles upon which to develop new goals, policies, and implementing actions.
- Additions, deletions, or modifications to the 1986 General Plan goals, objectives, policies, and implementation actions.
- Update of the Housing Element.

During the General Plan Update process, South Gate citizens and the City Council provided their vision of what the City should look like in the future. They identified the unique aspects of the City, where change should occur, and what that change should look like. They also identified key community design concepts, which are the foundation for both the City's future land use vision and for the specific goals, objectives, policies, and implementing actions that will guide the day-to-day decisions of the City Council and staff.

The General Plan Update addresses the following key community design concepts:

- Preserve character of existing distinct and well-designed neighborhoods
- Redevelop the corridors
- Revitalize Tweedy Mile
- Create neighborhood nodes through the City
- Create a community college district
- Create a civic center district
- Create a transit village
- Create a mixed use educational center
- Expand the South Gate Towne Center/El Paseo area
- Capitalize on the Los Angeles and Rio Hondo Rivers
- Support and expand parks and city green spaces
- Transform industrial uses into higher intensity employment centers
- Create a balanced transportation system
- Manage traffic on city streets
- Improve transit services
- Improve bicycle and pedestrian facilities
- Manage parking demand and supply
- Ensure a healthy and diverse economy
- Address the City's contribution to Climate Change
- Promote a healthy and active citizenry

F2

**CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN**

**Regional Growth Forecasts**

The Draft Environmental Impact Report (DEIR) should reflect the most current SCAG forecasts, which are the 2008 Regional Transportation Plan (RTP) Population, Household and Employment forecasts (adopted May 2008). The forecasts for your region, subregion and city are as follows:

**Adopted SCAG Regionwide Forecasts<sup>1</sup>**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

**Adopted GCCOG Subregion Forecasts<sup>1</sup>**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	2,143,979	2,190,471	2,236,253	2,280,588	2,323,438	2,364,199
Households	591,028	607,440	623,862	636,482	648,759	658,696
Employment	762,987	776,857	785,715	796,129	807,251	817,891

**Adopted City of South Gate Forecasts<sup>1</sup>**

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>	<u>2035</u>
Population	105,178	108,756	111,809	114,651	117,522	120,154
Households	23,960	24,744	25,424	25,890	26,373	26,724
Employment	20,013	20,269	20,433	20,625	20,831	21,028

1. The 2008 RTP growth forecast at the regional, subregional, and city levels was adopted by the Regional Council in May 2008.

**SCAG Staff Comments:**

The DEIR utilizes the final 2008 RTP growth forecasts.

The 2008 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

***Regional Transportation Plan Goals:***

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G5** *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7** *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

F3

F4

**SCAG Staff Comments:**

SCAG staff finds the project meets partial consistency with RTP goals overall. RTP G2, G3, and G7 are not applicable to this project, since it is not a transportation project.

The proposed project meets partial consistency with RTP G1. Mobility pertains to the speed at which one may travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. Pages 5.4-28 to 5.4-30 indicate that several intersections would operate at unacceptable levels of service during both the AM and PM peak hour. With regard to accessibility, the proposed project intends to maintain a jobs-housing balance of 1.5 jobs per housing unit and would provide retail, entertainment, job-producing, public, and institutional uses. This would promote improved accessibility.

F4

The proposed project meets partial consistency with RTP G4. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. As mentioned previously, the proposed project is expected to impair performance to unacceptable levels at several intersections in the city.

The proposed project meets partial consistency with RTP G5. The General Plan Update intends to create a balanced transportation system and encourage the use of non-auto modes. Page 5.5-31 acknowledges that there may be significant air quality impacts, per SCAQMD criteria. However, the criteria are for individual projects and the General Plan Update encompasses multiple projects city-wide.

The proposed project meets consistency with RTP G6. The General Plan's design concepts promote transit-oriented development and increased use of public transit and other modes.

**GROWTH VISIONING**

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

***Principle 1: Improve mobility for all residents.***

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices*

F5

**SCAG Staff Comments:**

The proposed project meets consistency overall with Growth Visioning Principle 1.

The proposed project meets consistency with GV P1.1. As mentioned earlier, the General Plan's design concepts promote transit-oriented development and increased use of public transit and other modes.

The proposed project meets consistency with GV P1.2, as Objective CD 2.2, described on page 3-34, would attempt to maintain a jobs-to-housing ratio of 1.5,

With regard to GV P1.3, the proposed project meets consistency. Objective CD 3.1, described on page 3-37, would promote transit-oriented development in the city.

The proposed project meets consistency with GV P1.4. Goal CD 3 encourages the use of walking, biking, and public transportation.

F5

**Principle 2: Foster livability in all communities.**

- GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2 *Promote developments, which provide a mix of uses.*
- GV P2.3 *Promote "people scaled," walkable communities.*
- GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

**SCAG Staff Comments:**

The proposed project meets consistency overall with Growth Visioning Principle 2.

The proposed project meets consistency with GV P2.1. Per Table 5.1-4 (Proposed Project Consistency with SCAG Growth Visioning Strategies), "The City of South Gate is approximately 98 percent built out, and as such, the proposed General Plan Update focuses on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities, and encouraging the revitalization of selected areas. In addition, objective CD 6.1 discusses redevelopment of specific districts in the City.

F6

The proposed project meets consistency with GV P2.2, as several mixed-use Place Type designations are being proposed in the General Plan Update. Several of the Place Types described on pages 5.1-11 and 5.1-12 support mixed-use development.

With regard to GV P2.3, the proposed project meets consistency. Several General Plan Update objectives support the creation of walkable communities, most notably CD 3.1, CD 3.2, CD 4.5, CD 5.4, CD 6.2, and CD 7.2, which are described in Section 3 (Project Description).

The proposed project meets consistency with GV P2.4, as illustrated by General Plan Update objectives CD 4.1 and CD 4.2.

**Principle 3: Enable prosperity for all people.**

- GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
- GV P3.2 *Support educational opportunities that promote balanced growth.*
- GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
- GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
- GV P3.5 *Encourage civic engagement.*

**SCAG Staff Comments:**

Where discussed in the Draft EIR, the proposed project meets consistency with Growth Visioning Principle 3. GV P3.3 is not directly addressed in the document.

With regard to GV P3.1, the proposed project meets consistency. The Housing Element section,

F7

# LETTER F

July 15, 2009  
Mr. LeFever

SCAG No. I20090383

discussed on pages 3-130 through 3-132, describes the City's goals and objectives pertaining to housing for all income levels.

The proposed project meets consistency with GV P3.2. Goal PF 3, described on pages 3-116 to 3-118, discusses educational infrastructure with the City.

The proposed project meets consistency with GV P3.4, as Objective E 1.1 discusses generating sufficient fiscal revenue.

With regard to GV P3.5, the proposed project meets consistency. Several objectives support civic engagement: GC 1.2 on page 3-89, HC 10.1 on page 3-110, HC 11.1 on page 3-111, and HC 11.2 on page 3-112.

#### **Principle 4: Promote sustainability for future generations.**

**GV P4.1** *Preserve rural, agricultural, recreational, and environmentally sensitive areas*

**GV P4.2** *Focus development in urban centers and existing cities.*

**GV P4.3** *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*

**GV P4.4** *Utilize "green" development techniques*

#### **SCAG Staff Comments:**

Where applicable, the project meets consistency with Growth Visioning Principle 4. GV P4.1 does not apply since the City does not have any areas that meet these criteria.

As mentioned previously, the proposed project may be characterized as an infill development and therefore meets consistency with GV P4.2.

The proposed project meets consistency with GV P4.3. Objectives GC 6.1 on page 3-94, PF 4.1 on page 3-118, and PF 5.2 on page 3-120 support this principle.

With regard to GV P4.4, the proposed project meets consistency. Objectives GC 5.3 and GC 6.1 on page 3-94.

#### **CONCLUSION**

Overall, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here:

[http://www.scag.ca.gov/igr/documents/SCAG\\_IGRMMRP\\_2008.pdf](http://www.scag.ca.gov/igr/documents/SCAG_IGRMMRP_2008.pdf)

When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

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**F. RESPONSES TO COMMENTS FROM JACOB LIEB, MANAGER, ASSESMENT, HOUSING & EIR, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS, DATED JULY 15, 2009.**

- F1. The introductory paragraphs on page 1 of the letter indicate the Southern California Association of Governments' (SCAG) role as the authorized regional agency for Intergovernmental Review of Programs proposed for federal financial assistance and direct development activities pursuant to Presidential Executive Order 12372. In addition, pursuant to Public Resources Code Section 21083(d), SCAG reviews environmental impact reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act (CEQA) Guidelines Sections 15125(d) and 15206(a)(1).

SCAG has determined that the proposed General Plan Update is regionally significant per CEQA Guidelines Sections 15125 and/or 15206, and has evaluated the proposed General Plan Update and EIR based upon the policies of SCAG's Regional Transportation Plan and Compass Growth Vision.

- F2. The information provided on page 2 of the letter restates the project description from the Draft EIR. No further response is necessary.
- F3. SCAG restates the adopted regionwide forecasts for population, households, and employment for the years 2010, 2015, 2020, 2025, 2030, and 2035. SCAG acknowledges that these forecasts were utilized for the analysis in the Draft EIR.

With the land uses anticipated under the proposed General Plan Update, the Plan projects higher population, housing, and employment numbers than those projected by SCAG for 2,035. The Plan projections are shown below with the difference in SCAG's 2035 projections shown in parentheses.

Population: 125,457 (+5,593)  
Housing: 28,839 (+1,666)  
Employment: 23,435 (+2,408)

Section 5.2, Population, Employment, and Housing, of the Draft EIR discusses the impacts of the growth anticipated under the proposed General Plan Update and concludes that the impacts are less than significant. These impacts are also discussed in Section 7.0, Growth Inducing Impacts of the Proposed Action, which concludes on page 7-2 that the proposed General Plan Update is not growth inducing. The last paragraph from page 7-2 is restated below for ease of Commentator reference.

Implementation of the proposed General Plan Update would allow for the development of 4,538 dwelling units and 1,376,750 square feet of non-residential development within the City of South Gate. New residential and non-residential developments associated with buildout of the proposed General Plan Update would serve to accommodate the growth that would imminently occur in the Southern



California region. The potential population growth would be relatively consistent with growth projected by SCAG for the City and therefore, the proposed General Plan Update would not be growth inducing. Rather, the proposed project would adequately plan for this expected growth.

- F4. Goals G1 through G7 from the 2008 Regional Transportation Plan (RTP) are restated in this comment. The Draft EIR included a review of these policies on pages 5.1-17 through 5.1-19, including a statement about how the proposed General Plan Update is consistent with these goals. The Draft EIR concludes that the proposed General Plan Update is consistent with Goals G1 through G7. SCAG finds that the proposed General Plan Update meets partially consistent with the RTP goals overall, and notes that goals G2, G3, and G7 are not applicable to this project as it is not a transportation project. Table 5.1-3 will be revised to reflect that goals G2, G3, and G7 are not applicable in the Final EIR.

**Table 5.1-3  
Proposed General Plan Update Consistency With SCAG's  
2008 Regional Transportation Plan Goals**

SCAG Regional Transportation Plan (RTP) Goals	Consistency Statement
G1) Maximize mobility and accessibility for all people and goods in the region.	<u>Consistent.</u> The proposed General Plan Update provides goals, objectives, policies, and implementation actions to improve mobility and accessibility throughout the City. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 2.2, ME 3.1, and ME 1.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 1.
G2) Ensure travel safety and reliability for all people and goods in the region.	<del>Consistent.</del> Refer to the consistency analysis above for RTP G1. Additionally, the proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain an efficient roadway system, reduce traffic hazards, and improve travel safety. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.3, ME 3.3, HC 4.1, and HC 4.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 2. <u>Not Applicable.</u> The proposed General Plan Update is not a transportation project.

**Table 5.1-3 (Continued)  
Proposed General Plan Update Consistency With SCAG's  
2008 Regional Transportation Plan Goals**

SCAG Regional Transportation Plan (RTP) Goals	Consistency Statement
G3) Preserve and ensure a sustainable regional transportation system.	<del>Consistent.</del> The proposed General Plan Update encourages alternative modes of transportation such



	<p><del>as walking, biking, and use of public transit. The proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain an efficient roadway system and provide a balance of bicycle and pedestrian networks. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.3, ME 2.1, ME 2.2, and ME 3.3. Therefore, the proposed General Plan Update is consistent with RTP Goal 3. Not Applicable. The proposed General Plan Update is not a transportation project.</del></p>
<p>G4) Maximize the productivity of our transportation system.</p>	<p><u>Consistent.</u> The proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain, improve, and maximize the operational efficiency of the City's roadway system and transit service. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.1, ME 1.2, ME 1.3, and ME 2.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 4.</p>
<p>G5) Protect the environment, improve air quality and promote energy efficiency.</p>	<p><u>Consistent.</u> The General Plan Update provides goals, objectives, policies, and implementation actions that seek to improve air quality and promote energy efficiency. Refer to the following proposed General Plan Update objectives and associated policies and implementation actions ME 2.1, GC 7.1, GC 7.2, GC 7.3, GC 7.4, HE 7.1, HC 7.1, HC 7.2, and HC 7.4. Therefore, the proposed General Plan Update is consistent with RTP Goal 5.</p>
<p>G6) Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.</p>	<p><u>Consistent.</u> The proposed General Plan Update includes objectives, policies, and implementation actions to balance the City's roadway system and alternative modes of transportation with land uses within South Gate. The Mobility Element of the proposed General Plan Update includes policies that provide for transportation investment and maintenance, and proper siting and design to ensure the most efficient and cost-effective improvements. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.1, ME 2.1, ME 2.3, and ME 4.1. Therefore, the proposed General Plan Update is consistent with RTP Goal 6.</p>
<p>G7) Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><del><u>Consistent.</u> Refer to the consistency analysis for RTP Goals G1 and G2. The proposed General Plan Update includes objectives, policies, and implementation actions to increase safety and reduce hazards in order to for the City to have a safe transportation system. The proposed General Plan Update policies include provisions to establish and maintain an effective emergency response program to respond to disasters and maintain continuity of life support functions during an emergency. Refer to proposed General Plan Update objectives and</del></p>



	<del>associated policies and implementation actions HC 4.1, HC 4.2, HC 8.2, PF 1.2, and PF 2.1. Therefore, the proposed General Plan Update is consistent with RTP Goal 7. Not Applicable. The proposed General Plan Update is not a transportation project.</del>
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No further response is necessary.

- F5. Principle 1 and strategies GV P1.1 through GV P1.4 of the Compass Growth Vision are restated in this comment. The Draft EIR included a review of this principle and strategies on pages on 5.1-19 through 5.1-23, including a statement about how the proposed General Plan Update is consistent with this principle and strategies. The Draft EIR concludes that the proposed General Plan Update is consistent with Principle 1 and strategies GV P1.1 through GV P1.4. SCAG finds that the proposed General Plan Update is consistent with Growth Visioning Principle 1 and strategies GV P1.1 through GV P1.4. No further response is necessary.
- F6. Principle 2 and strategies GV P2.1 through GV P2.4 of the Compass Growth Vision are restated in this comment. The Draft EIR included a review of this principle and strategies on pages on 5.1-19 through 5.1-23, including a statement about how the proposed General Plan Update is consistent with this principle and strategies. The Draft EIR concludes that the proposed General Plan Update is consistent with Principle 2 and strategies GV P2.1 through GV P2.4. SCAG finds that the proposed General Plan Update is consistent with Growth Visioning Principle 2 and strategies GV P2.1 through GV P2.4. No further response is necessary.
- F7. Principle 3 and strategies GV P3.1 through GV P3.5 of the Compass Growth Vision are restated in this comment. The Draft EIR included a review of this principle and strategies on pages on 5.1-19 through 5.1-23, including a statement about how the proposed General Plan Update is consistent with this principle and strategies. The Draft EIR concludes that the proposed General Plan Update is consistent with Principle 3 and strategies GV P3.1 through GV P3.5. SCAG finds that the proposed General Plan Update is consistent with Growth Visioning Principle 3 and strategies GV P3.1 P3.2, P3.4, and P3.5. The comment states that GV P3.3 is not directly addressed in this document. That is not correct. Table 5.1.-4 includes the strategy statement and concludes that proposed General Plan Update is consistent with the strategy.

The following text has been excerpted from Table 5.1.4 for ease of Commentator reference.

<p>P3.3) Ensure environmental justice regardless of race, ethnicity, or income class.</p>	<p><u>Consistent</u>. Refer to the consistency analysis for Growth Visioning Strategy Principle 3.1. The proposed General Plan Update provides housing opportunities for a range of income levels, as well as provides jobs within the local area irrespective of race, ethnicity, or income class. Refer to proposed General Plan Update objective and associated implementation actions CD 2.3, CD 2.4, E 3.2, E 4.1, and HC 10.2. Therefore, the proposed General Plan Update is consistent with Growth Visioning Strategy Principle 3.3.</p>
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No further response is necessary.

- F8. Principle 4 and strategies GV P4.1 through GV 4.4 of the Compass Growth Vision are restated in this comment. The Draft EIR included a review of this principle and strategies on pages on 5.1-19 through 5.1-23, including a statement about how the proposed General Plan Update is consistent with this principle and strategies. The Draft EIR concludes that the proposed General Plan Update is consistent with Principle 4 and strategies GV P4.1 through GV P4.4. SCAG finds that the proposed General Plan Update is consistent with Growth Visioning Principle 4 and strategies GV P2.2 through GV P2.4, notes that strategy P4.1 is not applicable to this project as the City does not have any area that meet this criteria. Table 5.1-4 will be revised to reflect that strategy P4.1 is not applicable in the Final EIR.

P4.1) Preserve rural, agricultural, recreational and environmentally sensitive areas.	<del>Consistent. The City of South Gate does not have rural, agricultural land, and/or otherwise environmentally sensitive areas. The proposed General Plan Update contains policies to preserve and enhance open space areas within the City. Refer to proposed General Plan Update policies GC 1.1, GC 1.2, GC 2.1, GC 2.2, GC 2.3, GC 3.1, GC 5.1, GC 5.2, and HC 2.2. Therefore, the proposed General Plan Update is consistent with Growth Visioning Strategy Principle 4.1. <u>Not Applicable.</u> The City does not have any areas that meet this criteria.</del>
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No further response is necessary.

- F9. The Commentator states that the proposed General Plan Update meets consistency with the SCAG Regional Transportation Plan Goals and Compass Growth Vision Principles.

With respect to mitigation measures, the Draft EIR includes mitigation for the topics of aesthetics, traffic, air quality, noise, geology, hydrology/drainage/water quality, public health and safety (hazardous materials), wastewater, police protection, and cultural resources. These mitigation measures have been deemed feasible and will be implemented and monitored, as required by CEQA. The Final EIR will include a mitigation monitoring and reporting program.

As required by CEQA (Public Resources Code 21081.7) and CEQA Guidelines Section 15097(g), the City will submit transportation information generated by a required monitoring and reporting program to SCAG as it becomes available.

# LETTER G



ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

July 16, 2009

RECEIVED

JUL 23 2009

CITY OF SOUTH GATE  
COMMUNITY DEVELOPMENT DEPT.

Mr. Steven Le Fever  
City of South Gate  
8650 California Avenue  
South Gate, CA 90280

Subject: South Gate General Plan Update  
SCH#: 2008071028

Dear Mr. Steven Le Fever:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 15, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

G1

**LETTER G**  
**Document Details Report**  
**State Clearinghouse Data Base**

**SCH#** 2008071028  
**Project Title** South Gate General Plan Update  
**Lead Agency** South Gate, City of

**Type** EIR Draft EIR  
**Description** The General Plan Update is a comprehensive update of the 1986 General Plan. The City is ~98% built out, and as such, the Update will focus on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities, and encouraging the revitalization of selected areas. The update includes an update and reorganization of existing elements, resulting in the following State mandated and optional elements: Community Design, Mobility, Economics, Green City (includes Air Quality), Public Facilities and Services, Healthy Community (includes Safety), Noise, and Housing.

**Lead Agency Contact**

**Name** Mr. Steven Le Fever  
**Agency** City of South Gate  
**Phone** (323) 563-9500 **Fax**  
**email**  
**Address** 8650 California Avenue  
**City** South Gate **State** CA **Zip** 90280

**Project Location**

**County** Los Angeles  
**City** South Gate  
**Region**  
**Lat / Long** 33° 57' 35" N / 118° 11' 39.5" W  
**Cross Streets**  
**Parcel No.** Multiple  
**Township**

	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** 710, 105  
**Airports**  
**Railways**  
**Waterways**  
**Schools** Multiple  
**Land Use** Multiple General Plan and Zoning Designations

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

**Date Received** 06/01/2009 **Start of Review** 06/01/2009 **End of Review** 07/15/2009

Note: Blank data fields result from insufficient information provided by lead agency



- G. RESPONSES TO COMMENTS FROM TERRY ROBERTS, DIRECTOR, STATE CLEARINGHOUSE, STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT, DATED JULY 16, 2009.**
- G1. The Commentator acknowledges receipt of the Draft EIR and notes that copies of the Draft EIR were submitted to selected State agencies. The Commentator also notes that the project has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to *CEQA*.

# LETTER H

## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, REGIONAL PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-6696

FAX: (213) 897-1337

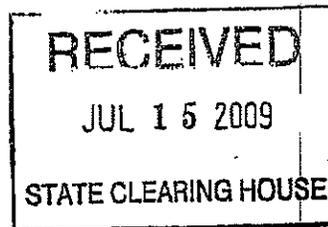


*Flex your power!  
Be energy efficient!*

IGR/CEQA No. 090605AL, DEIR  
South Gate General Plan Update  
Vic. LA-710/PM R16.17 to 18.44  
LA-105/PM R10.23 to 14.13  
SCH # 2008071028

July 13, 2009

Mr. Steven Le Fever  
City of South Gate  
8650 California Avenue  
South Gate, CA 90280



*clear  
7.15.09  
e*

Dear Mr. Fever:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a General Plan Update for the City of South Gate. The South Gate General Plan forecasts for the between 2003 and 2035 show a 22% increase in households (additional 5,050 households), and a 19% increase in employment (additional 3,745 jobs).

H1

Regional access to the City is provided by the I-710 and I-105. From Table A-3 South Gate General Plan EIR Traffic Study-Additional Trip Generation-2035 (Traffic Study prepared on March 2009, Appendix A), the General Plan would generate additional 53,626 average daily traffic and 4,569/5,216 trips during AM/PM peak hours. Many of those trips will utilize State facilities I-710 and I-105 which are operating at or behind capacity; thus additional vehicle trips to these State facilities by 2035 may result a significant impact to them.

H2

The significance of impact of the City's anticipated growth to the State highway facilities was not determined in the study. Freeways are not under the City's jurisdiction; however, part of the trips that will be generated by the anticipated growth will access freeway segments and ramps within the area. These trips could affect regional mobility as well as local traffic circulation. Below is a list of freeway segments and ramps that need to be evaluated or analyzed under existing and future conditions:

H3

### Freeway Segments:

- I-710 between Florence Ave. and Firestone Blvd.
- I-710 between Firestone Blvd. and Imperial Hwy.
- I-710 between imperial Hwy and I-105.
- I-105 between Long Beach Blvd and I-710.
- I-105 between I-105 and Paramount Blvd.

# LETTER H

Page 2 of 2

## Ramps:

- I-710 on/off ramps @ Firestone Blvd.
- I-710 on/off ramps @ Imperial Hwy
- I-105 on/off ramps @ Long Beach Blvd.
- I-105 on/off ramps @ Garfield Ave.

H3

The discussion under Actions for Street Improvements mentions improving access to the I-710; however, no further details or analyses are provided. Ramps listed above serve as the City's primary regional access and could be impacted by the City's anticipated growth. To identify any operational deficiencies that could result from this growth and determine the type of access improvement, ramp intersections (with the City streets) also need to be analyzed. At off-ramps mitigation is needed when vehicle queues are projected to extend mainline freeway lanes. Any proposed improvements to State facilities need to be coordinated with this agency early on.

H4

On page 38 of the traffic study, the study indicates that the SCAG 2035 Network includes the following planned regional transportation improvements in the vicinity of South Gate:

- I-5, add HOV lanes between SR-91 and I-710.
- I-5, Add mixed flow lanes between SR-91 and I-605.
- I-710, add general purpose lanes and dedicated truck lanes between Long Beach and Commerce/Vernon.

H5

The above transportation improvements could be consider adequate traffic mitigations for the traffic impact on State facility. Caltrans requests the City establish goals and policies that would allow it to mitigate cumulative transportation impacts to State highway facilities resulting from future development. Other public jurisdictions have established Bridge and Thoroughfare District and Traffic Impact Fee programs. Please reference the Department's Traffic Impact Study Guide on the Internet at

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

If you have any questions, please feel free to contact me at (213) 897-6696 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 090605AL.

Sincerely,



ELMER ALVAREZ  
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse



**H. RESPONSES TO COMMENTS FROM ELMER ALVAREZ, IGR/CEQA BRANCH CHIEF, STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, DISTRICT 7, DATED JULY 13, 2009.**

H1. The Commentator correctly summarizes the land use and growth forecasts for the South Gate General Plan that were analyzed in the EIR. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. Thus, no further response is necessary.

H2. The Commentator notes that regional access to the City of South Gate is provided by two interstate highways: I-710 and I-105. In addition, the Commentator correctly summarizes the information provided in the EIR and Technical Appendices regarding the additional trips that would be generated by the proposed General Plan Update. The Commentator asserts that “Many of those trips will utilize State facilities I-1-710 and I-105 which are operating at or behind capacity; thus additional vehicle trips to these State facilities by 2035 may result in a significant impact to them.” However, the Commentator provides no evidence or supporting facts regarding the assertion about the number of trips that will utilize the State facilities or significant impacts that may occur.

H3. Freeways are regional facilities, which are outside the jurisdiction of the City, and the traffic on freeways originates from many different cities. The future planning of the freeway system, including the preparation of future regional travel forecasts and necessary improvements is the responsibility of regional agencies such as SCAG, Caltrans, and LACMTA (Metro).

SCAG has recently completed and adopted the 2008 Regional Transportation Plan (RTP), which identifies future freeway needs in the region. Metro has similarly recently prepared its 2008 Draft Long Range Plan. The City of South Gate has coordinated with both agencies in their preparation of these plans. The forecasts for the South Gate General Plan are based on the SCAG 2008 RTP forecasts so are consistent with that process and included within it. Future updates of these plans will include the South Gate growth projections in the new General Plan, and will also therefore be consistent.

As stated in the Traffic Study it is beyond the scope of a General Plan analysis to forecast future regional travel conditions on the freeway system. As stated above, traffic on freeways originates from many different cities in a complex regional travel pattern, so traffic forecasting is necessarily conducted at the regional level by regional agencies with regional forecasting capabilities. Furthermore, the future configuration of many nearby ramps and interchanges on the I-710 Freeway are unknown as specific detailed planning is currently proceeding for that freeway. Metro and six project participants, including Caltrans, are currently conducting an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) to analyze the range of possible improvement alternatives for the I-710 corridor, and to develop plans for specific improvements. The I-710 Corridor Project EIR/EIS will study 18 miles of the I-710 freeway between the Ports of Long Beach and Los Angeles and the Pomona Freeway (SR-60). The I-710 Study will include the projected growths in the City of



South Gate (along with the projected growths of all cities in the I-710 Corridor) in developing its traffic projections and in developing the preferred freeway and interchanges configurations. This study will also include the provisions of the South Gate General Plan Mobility Element.

- H4. The Traffic Study references are in regards to improvements to South Gate streets to improve access to the I-710 and generally refer to improving the number of freeway crossings, and the number of lanes on crossings over the I-710 Freeway, in order to provide a more comprehensive circulation system. These improvements are intended to have a beneficial effect on overall circulation in the freeway corridor, as well as be supportive of the improvements anticipated by the I-170 Corridor Project. These include additional truck ramps to Garfield Avenue (Action ME 1.2); extensions of Independence Avenue or Ardmore Avenue, and Southern Avenue, across I-710 to provide additional overcrossings to Firestone Boulevard (Action ME 1.9 and Action ME 1.11); the widening of Firestone Boulevard over the I-710 Freeway (Action ME 1.10); and the widening of Imperial Highway over the I-710 Freeway (Action ME 1.13).

Specific details cannot be analyzed at this time, because the I-710 Freeway Corridor Study, currently underway, will study and determine the preferred freeway and interchange configurations. That study will also be addressing local street circulation and freeway access/egress, and the specific configuration of many freeway interchanges. It would therefore be premature, speculative, and inaccurate for the General Plan Traffic Study to try to analyze them without knowing the planned configurations.

As stated in various General Plan policies, the City of South Gate will work with and will coordinate with Caltrans regarding any interchange improvements, for example the following:

Policy P.2 (under Objective ME 1.2): The City should coordinate with the I-710 Corridor Project to explore I-710 interchange and ramp modifications that improve overall traffic circulation on city streets.

Policy P.1 (under Objective ME 3.1): The City should coordinate with regional authorities and adjacent jurisdictions for regional highway improvements, regional multi-modal programs, and signage programs.

Policy P.2 (under Objective ME 3,1): The City should support an I-710 Project design that minimizes traffic impacts on City streets and enhances access to the freeway with improved interchanges with City streets.

- H5. The regional transportation improvements identified on page 38 of the Traffic Study are intended to provide information to those reading the EIR. The identified freeway improvements mentioned on page 38 of the Traffic Study are planned regional system improvements; they are not mitigations for individual project or General Plan impacts. Thus, it is not necessary for the City to include the improvements as traffic mitigation in the General Plan EIR, as these improvements are part of regional and state plans for highway improvements.



While some jurisdictions have established Bridge and Thoroughfare District and Traffic Impact Fee programs, these are typically directed to the local city facilities and not the regional transportation system. Additionally, Caltrans currently has no adopted plans, programs, or mechanisms for accepting or disbursing any such fees from local jurisdictions and applying them towards freeway improvements on a fair share basis with other jurisdictions.



## 13.6 ERRATA FOR FINAL EIR

TABLE 5.1-3 ON PAGES 5.1-17 TO 5.1-18 OF THE DRAFT EIR WILL BE REVISED AS FOLLOWS IN THE FINAL EIR:

<b>Table 5.1-3 Proposed General Plan Update Consistency With SCAG's 2008 Regional Transportation Plan Goals</b>	
SCAG Regional Transportation Plan (RTP) Goals	Consistency Statement
G1) Maximize mobility and accessibility for all people and goods in the region.	Consistent. The proposed General Plan Update provides goals, objectives, policies, and implementation actions to improve mobility and accessibility throughout the City. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 2.2, ME 3.1, and ME 1.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 1.
G2) Ensure travel safety and reliability for all people and goods in the region.	<del>Consistent. Refer to the consistency analysis above for RTP G1. Additionally, the proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain an efficient roadway system, reduce traffic hazards, and improve travel safety. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.3, ME 3.3, HC 4.1, and HC 4.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 2.</del> <u>Not Applicable. The proposed General Plan Update is not a transportation project.</u>
<b>Table 5.1-3 (Continued) Proposed General Plan Update Consistency With SCAG's 2008 Regional Transportation Plan Goals</b>	
SCAG Regional Transportation Plan (RTP) Goals	Consistency Statement
G3) Preserve and ensure a sustainable regional transportation system.	<del>Consistent. The proposed General Plan Update encourages alternative modes of transportation such as walking, biking, and use of public transit. The proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain an efficient roadway system and provide a balance of bicycle and pedestrian networks. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.3, ME 2.1, ME 2.2, and ME 3.3. Therefore, the proposed General Plan Update is consistent with RTP Goal 3.</del> <u>Not Applicable. The proposed General Plan Update is not a transportation project.</u>



<p>G4) Maximize the productivity of our transportation system.</p>	<p><u>Consistent.</u> The proposed General Plan Update includes goals, objectives, policies, and implementation actions to maintain, improve, and maximize the operational efficiency of the City's roadway system and transit service. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.1, ME 1.2, ME 1.3, and ME 2.2. Therefore, the proposed General Plan Update is consistent with RTP Goal 4.</p>
<p>G5) Protect the environment, improve air quality and promote energy efficiency.</p>	<p><u>Consistent.</u> The General Plan Update provides goals, objectives, policies, and implementation actions that seek to improve air quality and promote energy efficiency. Refer to the following proposed General Plan Update objectives and associated policies and implementation actions ME 2.1, GC 7.1, GC 7.2, GC 7.3, GC 7.4, HE 7.1, HC 7.1, HC 7.2, and HC 7.4. Therefore, the proposed General Plan Update is consistent with RTP Goal 5.</p>
<p>G6) Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.</p>	<p><u>Consistent.</u> The proposed General Plan Update includes objectives, policies, and implementation actions to balance the City's roadway system and alternative modes of transportation with land uses within South Gate. The Mobility Element of the proposed General Plan Update includes policies that provide for transportation investment and maintenance, and proper siting and design to ensure the most efficient and cost-effective improvements. Refer to proposed General Plan Update objectives and associated policies and implementation actions ME 1.1, ME 2.1, ME 2.3, and ME 4.1. Therefore, the proposed General Plan Update is consistent with RTP Goal 6.</p>
<p>G7) Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p><del><u>Consistent.</u> Refer to the consistency analysis for RTP Goals G1 and G2. The proposed General Plan Update includes objectives, policies, and implementation actions to increase safety and reduce hazards in order to for the City to have a safe transportation system. The proposed General Plan Update policies include provisions to establish and maintain an effective emergency response program to respond to disasters and maintain continuity of life support functions during an emergency. Refer to proposed General Plan Update objectives and associated policies and implementation actions HC 4.1, HC 4.2, HC 8.2, PF 1.2, and PF 2.1. Therefore, the proposed General Plan Update is consistent with RTP Goal 7.</del> <u>Not Applicable.</u> The proposed General Plan Update is not a transportation project.</p>



**TABLE 5.1-4 ON PAGE 5.1-22 OF THE DRAFT EIR WILL BE REVISED AS FOLLOWS IN THE FINAL EIR.**

P4.1) Preserve rural, agricultural, recreational and environmentally sensitive areas.	<del>Consistent. The City of South Gate does not have rural, agricultural land, and/or otherwise environmentally sensitive areas. The proposed General Plan Update contains policies to preserve and enhance open space areas within the City. Refer to proposed General Plan Update policies GC 1.1, GC 1.2, GC 2.1, GC 2.2, GC 2.3, GC 3.1, GC 5.1, GC 5.2, and HC 2.2. Therefore, the proposed General Plan Update is consistent with Growth Visioning Strategy Principle 4.1. Not Applicable. The City does not have any areas that meet this criteria.</del>
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**THE FOLLOWING TEXT WILL BE ADDED TO PAGE 5.10-5 IMMEDIATELY BEFORE THE SUBHEADING “WATER SUPPLY” IN THE FINAL EIR.**

<p><b>MWD Facilities</b></p> <p>MWD owns and operates the following facilities within or adjacent to the City's boundaries (refer to <u>Exhibit 5.10-1, MWD Facilities in South Gate</u>):</p> <ul style="list-style-type: none"><li>• Middle Cross Feeder: an approximately 77-inch diameter pipeline, within fee property, that traverses the City in a mostly west-easterly direction and runs parallel to Southern Avenue.</li><li>• Middle Feeder: an approximately 72-inch diameter pipeline, within permanent easement right-of-way, that traverses the City in a northern-southern direction and runs mostly west of Garfield Avenue.</li><li>• West Coast County Feeder: an approximately 65-inch diameter pipeline, within street easement, that traverses the City in a northern-southern direction and runs mostly along Garfield Avenue.</li><li>• Lower Feeder: an approximately 77-inch diameter pipeline, within street easement, that traverses the City in a mostly west-easterly direction and runs mostly along Stewart and Gray Road.</li><li>• Rio Hondo Pressure Control Structure and Power Plant along the Middle Feeder at 9840 Miller Way.</li><li>• Interconnecting valves, meters, and service connections along the various feeders.</li></ul> <p>The easement MWD has for these facilities are to allow MWD to maintain its rights-of-way and to access the facilities at all times to repair and/or maintain the condition of the facilities. MWD policy is to review development plans for any activity in the immediate vicinity of the pipelines or facilities to ensure that MWD's day-to-day operations, repairs, or access to the facilities is not restricted or impacted. The City of South Gate currently complies with this policy and would continue to do so in the future.</p>
---



**THE LAST SENTENCE IN THE FIRST PARAGRAPH ON PAGE 5.11-2 OF THE DRAFT EIR WILL BE REVISED AS FOLLOWS IN THE FINAL EIR:**

This facility has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of ~~340.8 mgd~~ 289.3 mgd.

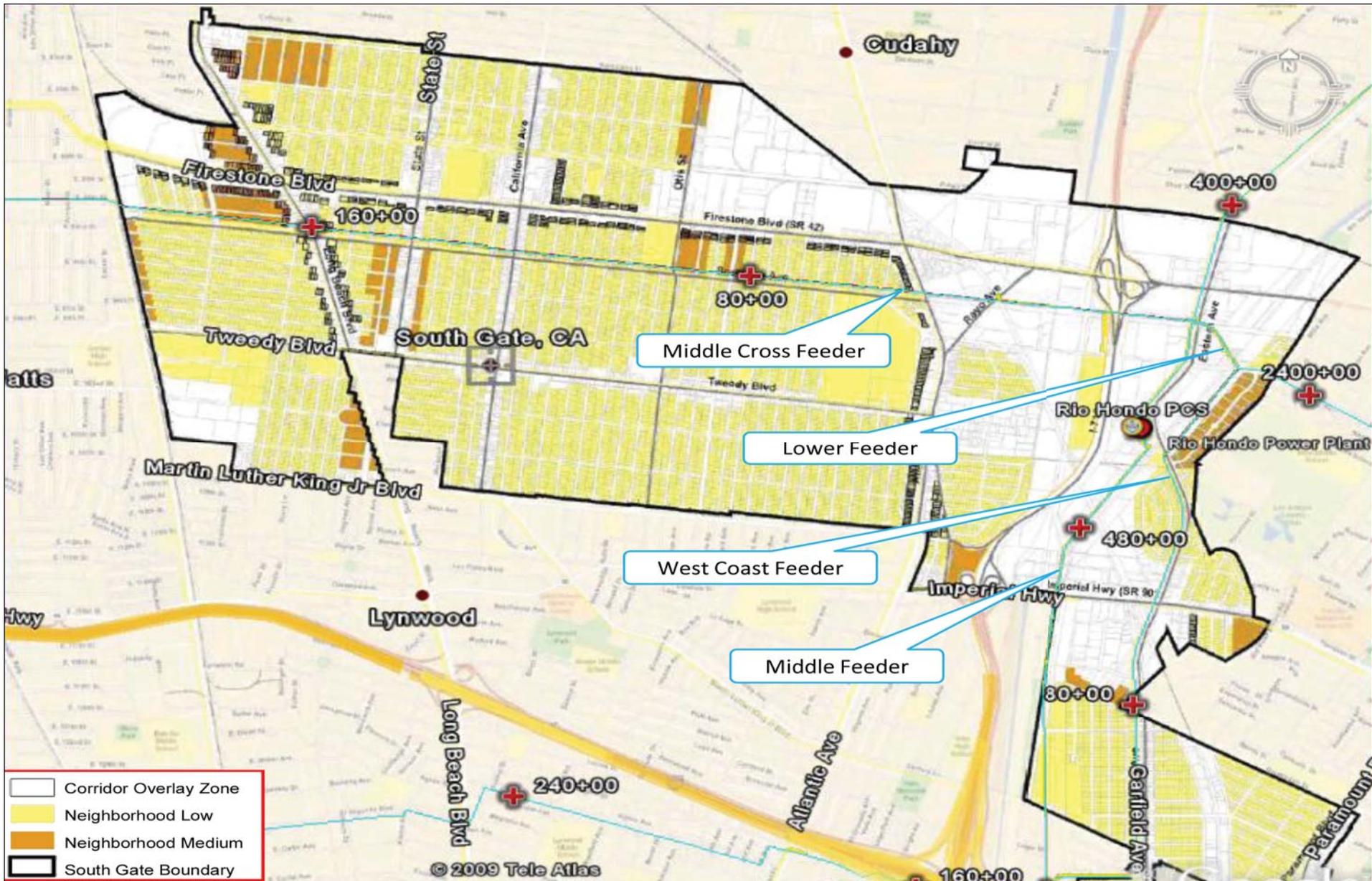
**THE ANALYSIS AND TABLE 5.11-1 ON PAGES 5.11-2 AND 5.11.3 OF THE DRAFT EIR WILL BE REVISED AS FOLLOWS IN THE FINAL EIR:**

**Impact Analysis:** Implementation of the proposed General Plan Update would result in increased demand on the existing sewer system from increased sewage flows. As indicated in Table 5.11-1, Net Increase In Wastewater Generation Under General Plan Update, buildout of the proposed General Plan Update would generate an additional ~~2.02~~ 2.12 million gallons per day (mgd) of effluent sewer flow to the existing sewer conveyance system.

**Table 5.11-1  
Net Increase in Wastewater Generation Under General Plan Update**

Land Use	Units	Generation Factor	Wastewater Generation
Single Family Residential*	4,538 du	260 gpd / du	1,179,880 gpd
Commercial**	832,500 sf	<del>200</del> 325 gpd / 1,000 sf	<del>166,500</del> 270,563 gpd
Office	344,250 sf	200 gpd / 1,000 sf	68,850 gpd
Industrial	200,000 sf	25 gpd / 1,000 sf	5,000 gpd
Institutional	30,000 students	20 gpd / student	600,000 gpd
<b>Total</b>			<del>2,020,230</del> <b>2,124,293 gpd</b> or <del>2.02</del> <b>2.12 mgd</b>

du = dwelling units gpd = gallons per day mgd = million gallons per day s.f. = square feet  
 \* For purposes of providing a conservative wastewater estimate, increased dwelling units associated with the proposed General Plan Update are assumed to be single-family dwelling units.  
 \*\* An office generation factor is assumed for commercial uses as no commercial use generation factor is identified.  
 Source: County Sanitation District of Los Angeles County, "Table 1 – Loading for Each Class of Land Use", [http://lacsdc.org/info/will\\_serve\\_program/default.asp](http://lacsdc.org/info/will_serve_program/default.asp), Accessed January 8, 2009.



Source: Metropolitan Water District of Southern California, 2009.