



9001-9019 LONG BEACH BOULEVARD HABITAT FOR HUMANITY PROJECT

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION/ ENVIRONMENTAL ASSESSMENT
JUNE 2026

Prepared for:

City of South Gate
Community Development Department
Development Services
8650 California Ave
South Gate, CA, 90280

Prepared by:

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D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm





9001-9019 LONG BEACH BOULEVARD HABITAT FOR HUMANITY PROJECT

Public Review Draft Initial Study/Mitigated Negative
Declaration/Environmental Assessment

RESPONSIBLE ENTITY/LEAD AGENCY:

City of South Gate, Community Development Department
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GRANT RECIPIENT:

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Table of Contents

1.0	INTRODUCTION	1
2.0	DESCRIPTION OF THE PROPOSED PROJECT	5
3.0	STATUTORY CHECKLIST [24 CFR 50.4, 58.5, & 56.6 LAWS AND AUTHORITIES]	13
4.0	ENVIRONMENTAL ASSESSMENT CHECKLIST [24 CFR 58.40; REF. 40 CFR 1508.8 & 1508.27]	23
5.0	CEQA ENVIRONMENTAL CHECKLIST FORM	43
6.0	CEQA ENVIRONMENTAL ANALYSIS	47
6.1	Aesthetics.....	47
6.2	Agriculture and Forestry Resources.....	51
6.3	Air Quality	53
6.4	Biological Resources.....	67
6.5	Cultural Resources	71
6.6	Energy	79
6.7	Geology and Soils.....	85
6.8	Greenhouse Gas Emissions	93
6.9	Hazards and Hazardous Materials	105
6.10	Hydrology and Water Quality	117
6.11	Land Use and Planning.....	127
6.12	Mineral Resources	131
6.13	Noise	133
6.14	Population and Housing.....	145
6.15	Public Services.....	147
6.16	Recreation.....	153
6.17	Transportation	155
6.18	Tribal Cultural Resources	161
6.19	Utilities and Service Systems	167
6.20	Wildfire.....	173
6.21	Mandatory Findings of Significance	175
7.0	REFERENCES.....	179
8.0	REPORT PREPARATION PERSONNEL	181

Appendices

Appendix A – Air Quality/Energy/Greenhouse Gas Emissions Data

Appendix B – Cultural Resource Assessment

Appendix C – Tribal Consultation Communications

Appendix D – Geology and Paleontological Background Report

Appendix E – Hazardous Materials Studies

Appendix F – Noise Study

Appendix G – Local Transportation Assessment

Appendix H – Statutory Checklist Reference Documents

Appendix I – Environmental Assessment Reference Documents

List of Figures

Figure 2-1	Regional Location Map	9
Figure 2-2	Project Location Map	10
Figure 2-3	Conceptual Site Plan	11

List of Tables

Table 6.3-1	South Coast Air Quality Management District Emissions Thresholds	53
Table 6.3-2	Local Significance Thresholds (Construction/Operations).....	54
Table 6.3-3	Construction-Related Emissions (Maximum Pounds Per Day)	58
Table 6.3-4	Operational-Related Emissions (Maximum Pounds Per Day).....	59
Table 6.3-5	Localized Significance of Construction Emissions (Maximum Pounds per Day)	61
Table 6.3-6	Localized Significance of Operational Emissions (Maximum Pounds per Day)	62
Table 6.6-1	Project Operational Natural Gas and Electricity Usage	81
Table 6.6-2	On-Road Mobile Fuel Generated by Project Construction Activities – By Phase	82
Table 6.8-1	Construction GHG Emissions (Unmitigated Metric Tons/Year	97
Table 6.8-2	Operational GHG Emissions (Unmitigated Metric Tons/Year)	97
Table 6.8-3	Project Consistency with the 2022 Scoping Plan	99
Table 6.8-4	Project Consistency with the 2024-2050 RTP/SCS.....	102
Table 6.13-1	Short-Term Noise Measurement Data (dBA).....	137
Table 6.13-2	Noise Zone Standards	138
Table 6.13-3	Permitted Temporary Noise Level Increase.....	139
Table 6.13-4	Typical Construction Noise Levels.....	140
Table 6.13-5	Predicted Operational Noise Levels (dBA).....	141
Table 6.13-6	Guideline Vibration Damage Potential Threshold Criteria	143
Table 6.13-7	Vibration Source Levels for Construction Equipment.....	143

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1.0 INTRODUCTION

1.1 Regulatory Guidance

The City of South Gate has prepared this joint Initial Study/Mitigated Negative Declaration and Environmental Assessment (IS/MND/EA) to evaluate the potential environmental effects of implementing the proposed 9001-19 Long Beach Boulevard Habitat for Humanity Project (the proposed Project) per the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

This document is a joint IS/MND/EA and is intended to satisfy the requirements of CEQA and NEPA for evaluating environmental effects and identifying the appropriate mitigation measures for any significant impacts. The decision to prepare a joint IS/MND/EA document, as opposed to separate documents, was made to present a cohesive project proposal and analysis for the public, realize efficiencies in preparation, and ensure consistent and integrated environmental analyses for both federal and state environmental review requirements. The Department of Housing and Urban Development (HUD) is the lead agency for the NEPA process and the City of South Gate (City) is the lead agency for the CEQA process.

As the lead agency for NEPA, HUD is required to conduct environmental review in accordance with NEPA prior to taking action on a proposed project. In this case, the Project is proposing to utilize HOME Investment Partnerships Program (HOME) funding for the development of affordable housing. As the lead agency under CEQA, the City of South Gate is responsible for conducting environmental review under CEQA in order to evaluate the potential environmental impacts of the proposed Project prior to taking action.

The joint IS/MND/EA serves as a planning document for decision makers. HUD will review the proposed action and alternatives in light of the evaluation contained in this document and the City of South Gate Planning Commission will consider the evaluation of potential environmental impacts contained in this joint NEPA/CEQA document in considering approval of the proposed residential project.

1.2 National Environmental Policy Act Guidelines

As stated, the Project is proposing to utilize HOME Investment Partnerships Program (HOME) funding for the development of affordable housing, which requires the proposed project to comply with NEPA. NEPA (42 United States Code [USC] 4321 et seq.) requires Federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic, interdisciplinary approach. Under NEPA, Federal agencies are required to consider and publicly disclose the impacts of their actions on the human environment. NEPA applies to all Federal agencies on their actions involving implementation, authorization, regulation, or funding. With the exception of Federal actions that are categorically excluded from NEPA documentation, NEPA requires that Federal agencies prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) to analyze impacts of their proposed action and a reasonable range of alternatives prior to making decisions, and to involve the public in the decision-making process.

The Council on Environmental Quality (CEQ), which was established along with NEPA, has adopted regulations and guidance that provide general procedures for Federal agencies to follow when preparing these documents. According to NEPA legislation, an EA is used to determine whether the proposed action has the potential to significantly affect the quality of the human environment.

The regulations issued by CEQ at 40 CFR parts 1500-1508 establish the basic procedural requirements for compliance with NEPA. These procedures are to be followed by all Federal agencies. Code of Federal Regulations (CFR) Title 24, Housing and Urban Development, Subtitle A, Part 50 implements NEPA and other environmental requirements. Part 50 provides supplemental instructions to reflect the particular nature of HUD programs and is to be used in tandem with 40 CFR parts 1500-1508. These regulations apply to all HUD policy actions. Part 58 provides instructions and guidance to recipients of HUD assistance and to other responsible entities for conducting an environmental review for a particular project or activity and for obtaining approval of a Request for Release of Funds. The EA is one of the five levels of environmental reviews listed in 24 CFR Part 58 and 24 CFR Part 50. EAs determine how a project may affect the environment and how the environment may affect the project. An EA provides sufficient evidence and analysis for determining whether an action would cause significant environmental impacts (requiring an EIS) or the agency can issue a Finding of No Significant Impact (FONSI) (40 CFR 1508.9). A FONSI is a decision document that briefly presents the reasons an action would not have a significant effect on the human environment (40 CFR 1508.13).

1.3 California Environmental Quality Act

This joint IS/MND/EA has been prepared in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Sections 21000, et seq.) and the State CEQA Guidelines (14 California Code of Regulations Title 14 Sections 15000, et seq.). An Initial Study is an informational document intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project.

Pursuant to CEQA Guidelines Section 15063, the City, as Lead Agency, has prepared this Initial Study to determine if the proposed 9001-19 Long Beach Boulevard Habitat for Humanity Project (Project) would have a significant effect on the environment. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that mitigation cannot reduce the impact to a less than significant level for any aspect of the proposed Project, then the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed Project as proposed may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration (ND). If the Lead Agency finds that there is evidence of a significant impact, but the impact can be reduced through mitigation, the Lead Agency may prepare a Mitigated Negative Declaration (MND). Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such significant environmental impacts may occur (PRC Section 21080(c)).

Pursuant to CEQA Guidelines Section 15063(c), the purposes of an Initial Study are to:

1. Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR, MND or a ND;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
3. Assist in the preparation of an EIR, if one is required, by;
 - a. Focusing the EIR on the effects determined to be significant,
 - b. Identifying the effects determined not to be significant,

- c. Explaining the reasons for determining that potentially significant effects would not be significant, and
 - d. Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environment effects.
- 4. Facilitate environmental assessment early in the design of a project;
- 5. Provide documentation of the factual basis for the finding in a MND or ND that a project will not have a significant effect on the environment;
- 6. Eliminate unnecessary EIRs; and
- 7. Determine whether a previously prepared EIR could be used with the project.

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the proposed Project. The resulting environmental documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

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2.0 DESCRIPTION OF THE PROPOSED PROJECT

2.1 Statement of Purpose and Need for the Proposal [40 CFR 1508.9(B)]

There is an identified need for housing within the State of California and the City of South Gate, including a specific need for affordable housing. The purpose of the proposed Project is to redevelop currently unutilized and underutilized properties in order to provide affordable housing to qualified low income homebuyers at an affordable housing cost within the City of South Gate.

2.2 Project Location

The 9001-19 Long Beach Boulevard Habitat for Humanity Project (referenced herein as “Project”) site is located in the City of South Gate within the County of Los Angeles; refer to Figure 2-1, Regional Location Map. The Project site is approximately 0.66 acres located at 9001-19 Long Beach Boulevard in the western portion of the City, at the southwest corner of the Willow Place and Long Beach Boulevard intersection; refer to Figure 2-2, Project Location Map.

Regional access to the site is provided via the Interstate 105 Freeway (I-5) located south of the Project site, Interstate 110 Freeway (I-10) located west of the Project site, and the Interstate 710 Freeway located east of the Project site. Local access to the site is provided from Long Beach Boulevard and Willow Place.

2.3 Existing Conditions and Trends [24 CFR 58.40(a)]

ON-SITE LAND USES

The two northern parcels of the Project site (APNs 6204-025-900 and -901) are currently vacant and contain asphalt in disrepair from a former parking lot and dirt. The approximately 0.29-acre southern parcel (APN 6204-025-902) is developed with an approximately 640 square foot building and asphalt, currently occupied by an auto repair shop. Historical use of the southern parcel has resulted in elevated lead and metals requiring remediation. The Project site is currently accessed from two driveways on Long Beach Boulevard to the southern parcel, a driveway on Long Beach Boulevard to one of the northern parcels (APN 6204-025-901) and a driveway on Willow Road for access to the other northern parcel (APN 6204-025-900).

GENERAL PLAN AND ZONING

According to the South Gate General Plan 2035 Corridor Map (Community Design Element Figure CD 5), the Project site is located within the Long Beach Corridor Sub-Area 3. Corridors are the major transportation thoroughfares and access routes in the City. In the Long Beach Corridor Sub-Area 3, Neighborhood Medium-High, Boulevard Medium-High, and Open Space uses are strongly encouraged. The Neighborhood Medium-High designation provides for attached single-family and multi-family housing. The designation is generally located along relatively high frequency roadways such as parts of Long Beach Boulevard. The designation encourages new development to create an attractive street front where residents can meet and interact. Access to residential property in this designation is by private vehicle, public transit, sidewalks, or bicycle network. Allowed land uses include duplexes, triplexes, fourplexes; townhomes and rowhouses; multi-family; parks, plazas, and open space; education; cultural; public assembly, and civic and institutional. Permitted density (excluding any density bonuses) for the land use is 21 to 40 dwelling units per acre with a maximum of four stories. The designation also includes

requirements for pedestrian and public transit access, frontage and building placement, and parking, vehicle access, and services.

The City of South Gate Zoning Map identifies the zoning for the site as UN (Urban Neighborhood). The UN zone is intended for areas adjacent to or surrounding major community corridors to provide retail and service uses in a more automotive-oriented setting and to provide buildings that transition to adjacent established neighborhoods. The UN zone promotes the blending of housing, retail and services, office, and civic uses.

SURROUNDING USES

The Project site is surrounded by a mix of industrial, open space, and commercial land uses:

- North: The Project site is bounded by Willow Place roadway to the north. North of Willow Place is a hotel and multi-family residential uses zoned Corridor 2 (CDR2).
- East: The Project site is bounded by Long Beach Boulevard to the east. East of the roadway are hotel and commercial uses zoned UN.
- South: Directly south of the Project site are commercial and single-family residential uses zoned UN and Neighborhood Medium (NM) – Corridor Transition Overlay.
- West: To the west of the site are single-family and multi-family residential uses zoned Neighborhood Medium (NM) – Corridor Transition Overlay.

2.3 Description of the Proposal [24 CFR 50.12 & 58.32; 40 CFR 1508.25]

The Project proposes the removal of all existing on-site improvements and structures within the 0.66-acre site and construction of a common interest subdivision and affordable housing development. The Project proposes to construct 14 two- and three-story attached townhomes in four buildings; refer to Figure 2-3, Conceptual Site Plan. The proposed townhomes total 18,656 square feet of building area and have a combined building footprint of 9,772 square feet. Each building will have a maximum height of 33 feet, two inches to the top of the parapet. All 14 townhomes will be sold to qualified low income homebuyers at an affordable housing cost. The units will include six floor plans ranging from 1,100 to 1,372 square feet. Of the 14 units, 13 will be three stories and have three bedrooms and 2.5 bathrooms. One unit will be handicap accessible. The accessible unit will be two stories and have two bedrooms and two bathrooms. The common areas will include guest surface parking areas, outdoor benches, and community green space. Landscaping will be installed along the perimeter and interior of the site.

PARKING

South Gate Municipal Code Section 11.33.080, *Urban Mixed-Use Zone Requirements*, states that single-family dwellings require two enclosed spaces and 0.2 guest spaces per dwelling unit. The Project would require two enclosed spaces for each of the units for a total of 28 enclosed spaces. An additional three guest spaces would be required based on the market rate units. The Project proposes a total of 27 garage parking stalls, including attached two car garages for 13 of the 14 units, with two of the units having tandem parking. The accessible unit will have an attached one car garage. An additional five open parking stalls for guest parking will be provided on the site, including one accessible parking stall and one electric vehicle (EV) stall.

SITE ACCESS

Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. The proposed driveway on Willow Place would allow for egress only via right-turn out. The proposed driveway on Long Beach Boulevard would allow for ingress/egress via right-turn in and out. Pedestrian access would be provided to the individual units from Willow Place and Long Beach Boulevard. A private interior driveway system, consistent with Los Angeles County Fire access requirements, would provide access to the individual townhome units; refer to [Figure 2-3](#).

INFRASTRUCTURE

Water and sewer for the individual units will connect to existing laterals in Willow Place and Long Beach Boulevard. An on-site stormwater capture system (dry well system) will be placed under the driveway behind the proposed units. The system will meet low impact development (LID) requirements and will discharge to Long Beach Boulevard. All appliances, water heaters, and HVAC systems for the Project will be electric; gas service will not be provided for the development.

PROJECT CONSTRUCTION AND PHASING

Before construction activities commence on the site, remedial excavation of impacted soil at 9019 Long Beach Boulevard will occur. The remedial excavation will remove, transport, and dispose of contaminated soil. It is anticipated that up to 100 cubic yards of contaminated soil will require disposal.¹ No off-site excavation will be performed; refer to Section 4.9, Hazards and Hazardous Materials, for additional information regarding site characterization and remediation.

Construction activities are anticipated to occur over 19 months, with construction commencing in August 2027 and being completed in April 2029. Construction activities would include demolition, site preparation, grading, building construction, and paving, architectural coating, and landscaping.

2.4 Discretionary Actions

HUD, as the NEPA Lead Agency, has authority over review and approval of the Environmental Assessment (EA).

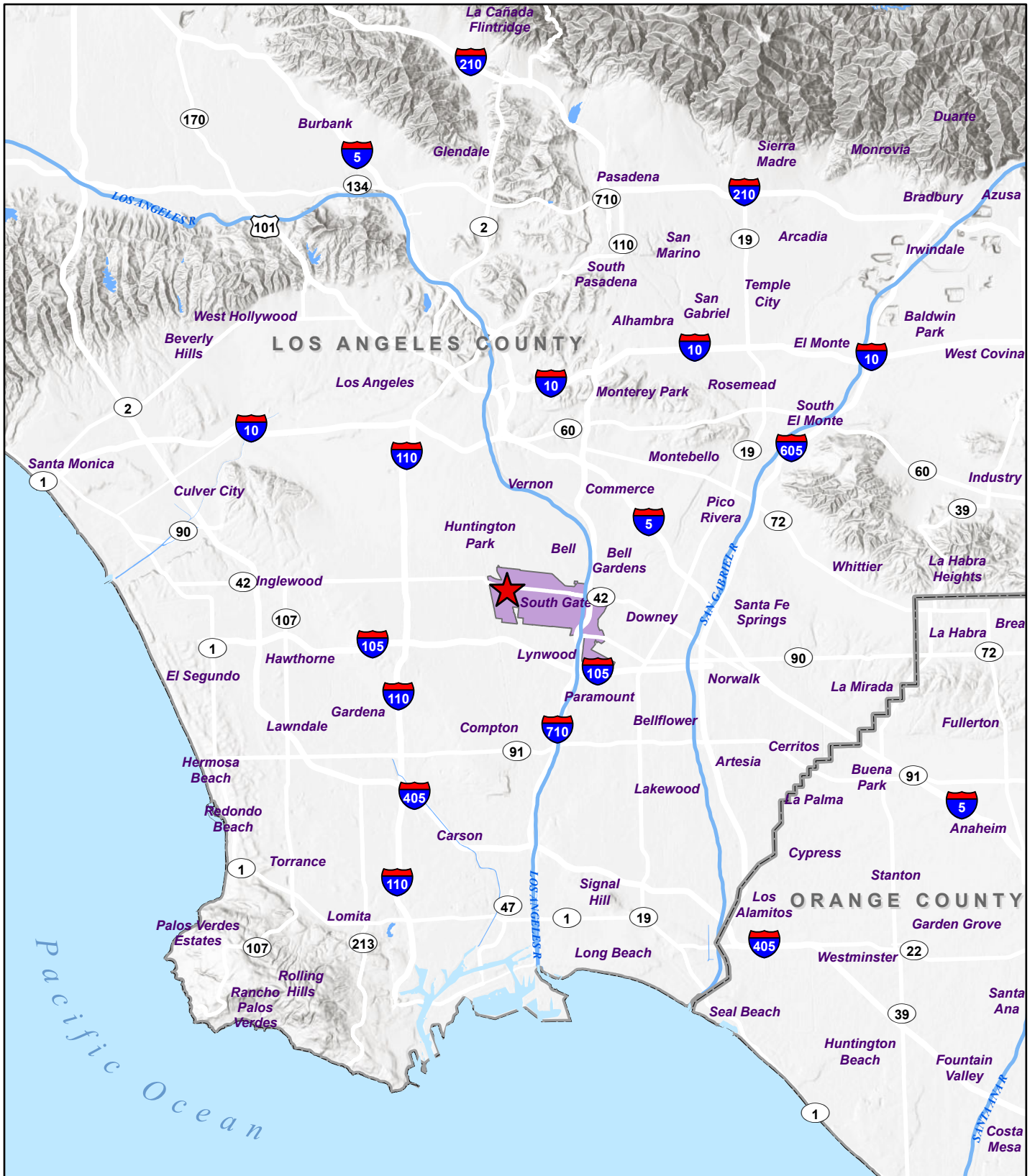
The City of South Gate, as the CEQA Lead Agency, has discretionary authority over the proposed Project. The Project would be subject to various City permits and approvals, including, but not limited to:

- Final Mitigated Negative Declaration (MND);
- Tentative Tract Map No. 84210 to allow the subdivision of three parcels into a 14-unit affordable residential townhouse development, within the Urban Neighborhood (UN) zone; and
- Administrative Modifications (Major) PL No. PL26-0191 for four Administrative Modifications to: (1) reduce the required parking setback from 10 feet to zero feet; (2) reduce the required building setback from 10 feet to 5 feet for Unit 10; (3) increase the fence height along the street frontages

¹ Export of up to 357 cubic yards of fill, import of 357 cubic yards of replacement fill, and 200 cubic yards of additional fill material have been used in Section 6.0, CEQA Environmental Analysis, to provide a conservative analysis of potential soil export and import quantities. These potential soil export and import quantities also include the anticipated volume of contaminated soil.

from 3 feet to 3½ feet; and (4) increase the fence height along the southwest corner of Long Beach Boulevard and Willow Place.

The Project would also require administrative approvals from the City, including, but not limited to grading, building, and occupancy permits.

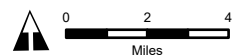


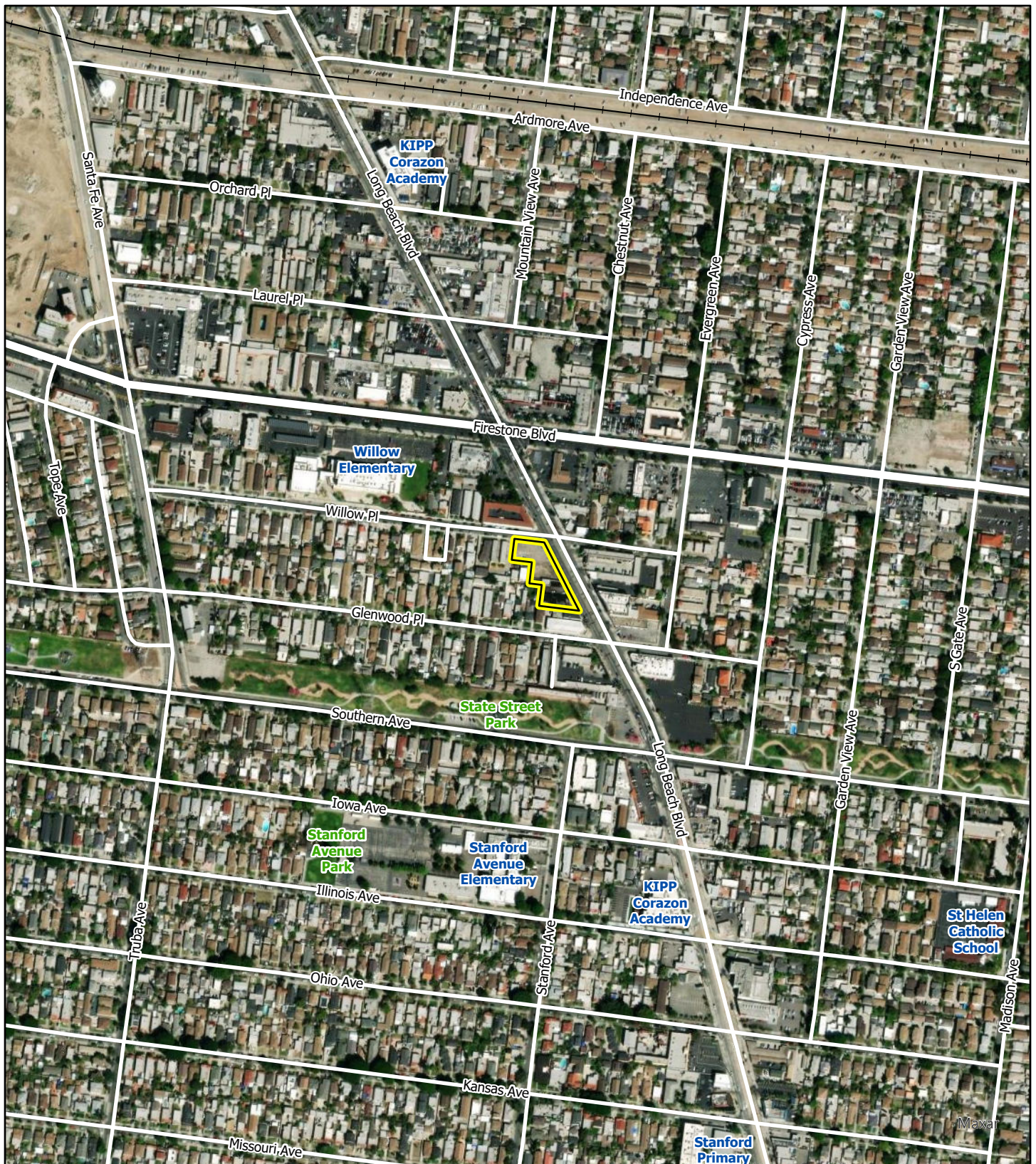
Legend

-  Project Location
-  County Boundary
-  City of South Gate

9001-19 LONG BEACH BLVD RESIDENTIAL PROJECT

Figure 2-1. Regional Location Map



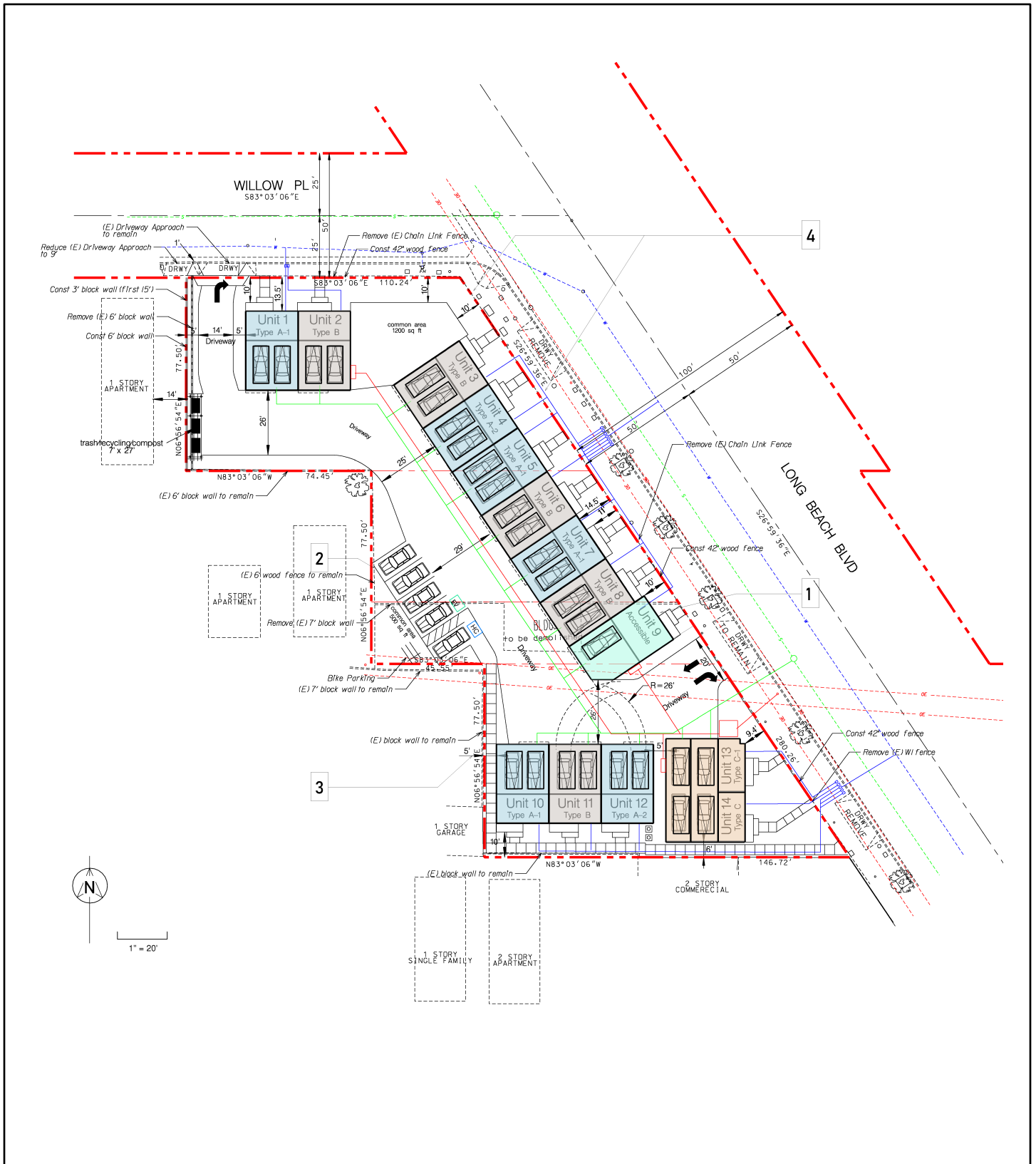


**9001-19 LONG BEACH BLVD
RESIDENTIAL PROJECT**

Legend

 Project Boundary

Figure 2-2. Project Location Map



Unit Types

- Type A
- Type B
- Type C
- Type D

9001-19 LONG BEACH BLVD RESIDENTIAL PROJECT

Figure 2-3. Conceptual Site Plan



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3.0 STATUTORY CHECKLIST [24 CFR 50.4, 58.5, & 56.6 LAWS AND AUTHORITIES]

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Appendix H, *Statutory Checklist Reference Documents*, has been included at the end of this document to provide reference sources used to determine compliance among statutes, executive orders, and regulation lists.

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.6			
Airport Hazards [24 CFR 51 Subpart D]		X	The City of South Gate is located in central Los Angeles, and is a highly urbanized area. The Project site is not within 15,000 feet of a military airport or 2,500 feet of a civilian airport. The closest airports are the Compton/Woodley Airport, located approximately 4.5 miles southwest of the Project site; the Hawthorne Municipal Airport (Jack Northrop Field), located approximately 6.5 miles southwest of the Project site; the Los Angeles International Airport, located approximately 9.1 miles west of the Project site; and the Long Beach Airport, located approximately 9.4 miles south of the Project site. The Project is in compliance with Airport Hazards requirements.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]		X	The Project site is located approximately 16 miles from the Pacific Ocean. The City of South Gate does not contain any Coastal Barrier Resources units. Therefore, this Project is in compliance with the Coastal Barrier Resources Act.
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]		X	The Federal Emergency Management Agency (FEMA) maps and rates flood hazard zones throughout the United States. These zones are depicted on a Flood Insurance Rate Map (FIRM), designated by Community Map and Panel numbers. Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA).

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
			The Project site is approximately 16 miles east of the Pacific Ocean, approximately 2.7 miles west of the Los Angeles River, and there are no large bodies of standing water near the Project site. The Project involves construction of housing units. According to the FEMA Flood Insurance Rate Map (Flood Map #06037C1805F, effective on 09/26/2008), the Project site is located within an area of minimal flood hazard. The Project site is located within Zone X, areas determined to be outside the 0.2% annual chance floodplain. The Project site is not located in a Special Flood Hazard Area and therefore floodplain management regulations do not apply and flood insurance is not required by FEMA.
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5			
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93		X	The Project site is located within the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District's (SCAQMD) jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed in <u>Section 6.3, Air Quality</u>, the Project's construction-related emissions and operational-related emissions were calculated using the California Air Resources Board (CARB)-approved CalEEMod computer program, which is designed to model emissions for land use development projects. As shown in <u>Table 6.3-3</u>, all construction-related criteria pollutant emissions would remain below their respective thresholds. Further, as shown in <u>Table 6.3-4</u>, emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, the Project would be in compliance with the Clean Air Act.
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)		X	This Project is not located in, and does not affect, a Coastal Zone as defined in the <i>California Coastal Commission Coastal Management Program Final 309 Assessment and Strategy 2021 to 2025 Enhancement Cycle</i> (State Coastal Management Plan). The Project is in compliance with the Coastal Zone Management Act.

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	X		The Project site is comprised of three parcels (APNs 6204-025-900, -901, and -902). As discussed in <u>Section 6.9, Hazards and Hazardous Materials</u>, a Phase I ESA (2019), Phase II ESA (2019), and Additional Phase II ESA (2020) were conducted for the Project site. The Phase I ESA identified the southern parcel (APN 6204-025-902) and historical gasoline stations within the area as a potential recognized environmental condition (REC) requiring further study. A Phase II ESA was conducted and found elevated lead levels, thallium above residential screening levels, and TPH as oil (TPHo) at a concentration equaling the soil screening level. An Additional Phase II ESA was conducted to further analyze conditions at the site. Based on the findings of the Additional Phase II ESA, it was determined that lead concentrations are elevated at levels above the screening levels for residential properties in shallow soils in 4 of the 22 soil sampling locations at the Project site; detections of thallium in eight of the 18 soil samples analyzed were present at levels exceeding the residential screening levels; and the area of TPHo exceeding soil screening criteria appears to have been delineated and is limited to one location on the site at a depth of 0.5 feet below ground surface (bgs). On-site remediation activities will be required to ensure removal of contaminated soil in order to allow for development of the site with proposed residential uses. An Equitable Community Revitalization Grant (ECRG) through the Department of Toxic Substance Control (DTSC) has been awarded to assist with funding environmental cleanup activities at the Project site to allow for potential residential development. A Final Preliminary Endangerment Assessment (PEA) Work Plan was prepared by Tetra Tech on behalf of the Project applicant, in accordance with the Standard Voluntary Agreement executed between the applicant and the DTSC on March 30, 2022. The Final PEA Work Plan proposed additional soil and soil vapor sampling to fill data gaps identified by the previous Phase II ESAs. DTSC approved the Final PEA Work Plan on June 3, 2025. Additional coordination between the Project applicant, SCS Engineers, and DTSC resulted in a revised sampling scope of

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
			work (referred to as the Revised Workplan) that was approved by DTSC on October 6, 2025. In October 2025 additional soil and soil vapor samples were collected at the site with oversight provided by DTSC in accordance with the Revised Workplan; refer to Section 6.9. Prior to the issuance of permits for demolition and grading, the Project applicant would be required to perform remediation activities as specified in the Voluntary Agreement in accordance with applicable local, State, and federal statutes, regulations, ordinances, rules, and guidance documents, in particular, Health and Safety Code section 25300 et seq., as amended. Remediation activities are occurring under DTSC oversight. As part of the agreement, a Removal Action Workplan (RAW) and Soils Management Plan (SMP) will be prepared for approval by DTSC identifying the onsite contamination, goals to be achieved by the removal action, recommended alternative, Sampling and Analysis Plan and Health and Safety Plan to be followed during the remedial excavation and transportation activities (Mitigation Measure HAZ-1). Removal, transportation, and disposal of impacted soil will be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances. Excavation of contaminated material will involve the removal of non-hazardous waste soil, non-RCRA, and potentially RCRA waste soil requiring disposal at both a class III and class I landfill, respectively. Onsite excavation activities will be monitored and samples will be collected to determine the limits of excavation and ensure successful removal of contaminated soils under DTSC oversight. Contaminated soil will be disposed of at a disposal facility. The findings of the remedial excavation will be presented in a remedial action completion report that includes soil sample data tables and figures confirming completion of remediation activities for approval by DTSC (Mitigation Measure HAZ-2). As further discussed in <u>Section 6.9</u>, due to the age of the existing on-site structure (constructed in 1941), the

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
			presence of lead-based paint (LBP) and asbestos-containing materials (ACMs) is considered likely. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACM or LBPs must be conducted according to Federal and State standards, including but not limited to, California Health and Safety Code Sections 17920.10 and 105256. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition (Mitigation Measure HAZ-3). If ACM material is found, abatement of asbestos would be required prior to any demolition activities. If paint is separated from building materials (chemically or physically) during demolition of structures, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional (Mitigation Measure HAZ-4). If LBP is found, abatement would be required to be completed by a qualified Lead Specialist prior to any demolition activities. The Project would be required to comply with Mitigation Measures HAZ-3 and HAZ-4, as well as SCAQMD Rule 1403, regarding the potential for LBP and ACMs.
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402		X	This Project will have No Effect on listed species due to the nature of the activities involved in the Project. The Project site is in an urban area and is surrounded by existing development. Vegetation in the area consists of landscaping and ornamental trees. The Project site is not located within any mapped critical habitat. Based on review of the existing and surrounding conditions, no candidate, sensitive, or special status plant or wildlife species occur on the Project site or adjacent properties. This Project is in compliance with the Endangered Species Act.

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
			The California Department of Fish and Wildlife's National Diversity Database (CNDDDB) indicates that there are a select few endangered species within the South Gate Quad Map, which contains surrounding lands outside of City limits. However, the Southern California Association of Governments (SCAG) City of South Gate Local Profile, <i>Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of South Gate</i> map indicates that no endangered, threatened, or rare plants and animals are found within City limits, including the Project site. The two northern parcels of the Project site are currently vacant and contain asphalt in disrepair, and the southern parcel is developed with a building and asphalt, and does not support a livable habitat for the endangered species present in the South Gate Quad. The Project would not impact any potential endangered species or habitat because no habitat is present on the developed site that would support endangered species. Therefore, there is no effect to endangered species.
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C		X	The Project proposes residential development and is not a hazardous facility. The Los Angeles County Fire Department, as the County's Unified Program Agency (CUPA), administers the Aboveground Petroleum Storage Tank Program and reports to the California Environmental Reporting System. The CalEPA Regulated Site Portal combines data about environmentally regulated facilities and sites throughout California into a single, searchable database and interactive map. Reviewing the CalEPA Regulated Site Portal, there are four sites identified under the Aboveground Petroleum Storage program within one mile of the Project site: the South Gate City Hall, located at 8650 California Avenue, is approximately 0.8 miles northeast from the Project site; Jiffy Lube #358, located at 9901 State Street, is approximately 0.7 miles southeast of the Project site; Sun-Lite Metals, located at 2210 E 85th Street, is approximately 0.9 miles northwest of the Project site; and SA Recycling LLC, located at 10313 S Alameda Street, is approximately 0.9 miles southwest of the Project site. Based on a calculation of the Acceptable Separation Distance (ASD) of the largest capacity container

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
			closest to the Project site, the Project site is located beyond the required separation distance from all covered tanks.
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658		X	This Project does not include any activities that could potentially convert agricultural land to a non-agricultural use. The City of South Gate does not contain any mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. The two northern parcels of the Project site are currently vacant and contain asphalt in disrepair, and the southern parcel is developed with an auto repair shop and asphalt, and does not contain agricultural land. Further, the Project site is zoned UN (Urban Neighborhood) and is not zoned for agricultural use. Therefore, there would be no effect to agricultural land.
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55		X	The Federal Emergency Management Agency (FEMA) maps and rates flood hazard zones throughout the United States. These zones are depicted on a Flood Insurance Rate Map (FIRM), designated by Community Map and Panel numbers. Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). The Project site is approximately 16 miles east of the Pacific Ocean, approximately 2.7 miles west of the Los Angeles River, and there are no large bodies of standing water near the Project site. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Flood Map #06037C1805F, effective on 09/26/2008), the Project site is located within an area of minimal flood hazard. The Project site is located within Zone X, areas determined to be outside the 0.2% annual chance floodplain. This Project does not occur in a floodplain. The project is in compliance with Executive Order 11988.
Historic Preservation National Historic Preservation Act of 1966, particularly	X		As discussed in <u>Section 6.5, Cultural Resources</u> , a Cultural Resource Assessment was prepared for the Project site, which included an assessment of the potential for historical and archaeological resources to be located within the Project site and for implementation of the proposed Project

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
sections 106 and 110; 36 CFR Part 800			to have an effect on these resources. The Project site is primarily undeveloped; one structure, Vallarta Tires shop is located within the site. Due to the age of the on-site structure, constructed in 1941, the commercial building was documented and evaluated as a potential historic resource under the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) eligibility criteria and the City of South Gate Landmark eligibility criteria. The Cultural Resource Assessment concluded that the property does not meet the NRHP, CRHR, or local eligibility criteria as a historic built environment resource. Due to the lack of available freshwater sources in the vicinity and the absence of known prehistoric archaeological sites in the immediate area, the Cultural Resource Assessment determined the sensitivity of the Project site for containing intact buried prehistoric archaeological resources is considered low. Furthermore, an examination of historic topographic maps and aerial images indicates that the APE has largely been developed throughout the twentieth century, with many buildings being demolished and new buildings erected in their place. Although the existing building at 9019 Long Beach Boulevard appears to be unmodified, the other two parcels at 9001 Long Beach Boulevard and 9015 Long Beach Boulevard have undergone construction and demolition since the historic period. Due to the intensive development of the APE during the historic period, the potential to encounter buried historic period archaeological resources during Project construction is relatively low. In the event of accidental discovery of archaeological resources, Mitigation Measure CUL-1 would require work in the area to be halted and a qualified archaeologist be contacted to immediately evaluate the find. The Project is consistent with the National Historic Preservation Act.
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities	X		As discussed in <u>Section 6.13, Noise</u> , Project construction and operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
Act of 1978; 24 CFR Part 51 Subpart B			Plan, Noise Ordinance, or applicable standards of other agencies. The nearest railroad to the Project site is approximately 1,600 feet north of the Project site. The closest airports are the Compton/Woodley Airport, located approximately 4.5 miles southwest of the Project site; the Hawthorne Municipal Airport (Jack Northrop Field), located approximately 6.5 miles southwest of the Project site; the Los Angeles International Airport, located approximately 9.1 miles west of the Project site; and the Long Beach Airport, located approximately 9.4 miles south of the Project site. The Project site is not located within the airport influence area or noise contours for an airport. The Project site is located adjacent to Long Beach Boulevard, a major roadway within the City. Existing ambient noise levels at the proposed Project location range from 63-69 dBA during peak traffic times. These levels extend into the “normally unacceptable” noise levels under 24 CFR 51.105(a), but are within the “conditionally acceptable” category for multifamily residential uses identified in the land use compatibility guidelines published by the State Department of Health Services. Conventional construction, with closed windows and fresh air supply systems or air conditions will normally suffice to meet noise reduction requirements. In order to meet the City’s interior 45 dBA CNEL standard a “windows closed” condition is required and windows and sliding glass doors facing Long Beach Boulevard with a Sound Transmission Class (STC) rating of 29 are required. Specifically, all windows and sliding glass doors on the façade facing Long Beach Boulevard would be required to have an STC rating of 29 or higher for all floors and all other windows and sliding glass doors would be required to have an STC rating of 25 or higher on all floors (Condition of Approval N-1). The Project complies with the Noise Control Act.

COMPLIANCE FACTORS: Statutes, Executive Orders and Regulations Listed at 24 CFR §58.5 and §58.6	ARE FORMAL COMPLIANCE STEPS OR MITIGATION REQUIRED?		COMPLIANCE DOCUMENTATIONS
	YES	NO	
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149		X	The Project is not located on a sole source aquifer area, as indicated on the Sole Source Aquifers Interactive Map ² . The project complies with Sole Source Aquifer requirements
Wetlands Protection Executive Order 11990, particularly sections 2 and 5		X	As indicated in the City General Plan, there are no riparian habitats or wetlands within the City, including this Project site. Further, SCAG's City of South Gate Local Profile, <i>Endangered Species/Plants in City of South Gate</i> and <i>Sensitive Habitat Areas in City of South Gate</i> maps indicate that no endangered plants or animals are found within City limits, including the Project site; and the Project site and vicinity do not contain sensitive habitat areas. The Project includes new construction as defined in Executive Order 11990, expansion of a building's footprint and ground disturbance. However, the new construction and other ground disturbance activities would not impact an on- or off-site wetlands, as there are none in proximity to the site. The project is in compliance with Executive Order 11990.
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)		X	This project is not within proximity of a National Wild and Scenic Rivers System (NWSRS) river. The project is in compliance with the Wild and Scenic Rivers Act.

² USEPA, *Map of Sole Source Aquifer Locations*, available at <https://www.epa.gov/dwssa/map-sole-source-aquifer-locations>, accessed November 25, 2025.

4.0 ENVIRONMENTAL ASSESSMENT CHECKLIST [24 CFR 58.40; REF. 40 CFR 1508.8 & 1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features, and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable, and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Appendix J, *Environmental Assessment Reference Documents*, has been included at the end of this document to provide reference sources used to evaluate impact levels among environmental assessment factors.

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification, which may require an Environmental Impact Statement

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The Project site is surrounded by a mix of industrial, residential, and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. According to the South Gate General Plan 2035 Corridor Map, the Project site is located within the Long Beach Corridor Sub-Area 3. In the Long Beach Corridor Sub-Area 3, Neighborhood Medium-High, Boulevard Medium-High, and Open Space uses are strongly encouraged. Permitted density (excluding any density bonuses) for the land use is 21 to 40 dwelling units per acre with a maximum of four stories. The City of South Gate Zoning Map identifies the zoning for the site as UN (Urban Neighborhood). The UN zone is intended for areas adjacent to or surrounding major community corridors to provide retail and service uses in a more automotive-oriented setting and to provide buildings that transition to adjacent

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		established neighborhoods. The General Plan Community Design Element illustrates that the Project site is surrounded by Neighborhood Low, Neighborhood Medium, and Commercial land uses. The Project proposes a residential community comprised of 14 two- and three-story attached townhomes in four buildings and associated amenities, which are permitted uses within the UN zone. The proposed Project is consistent with the General Plan land use designation regulations, including the Housing Element, and the Zoning Map. The Project is compatible with the surrounding commercial and residential land uses as the Project proposes residential uses.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	The City of South Gate, including the Project site, is part of the lower Los Angeles River Drainage Basin. The Los Angeles Basin area is typically characterized by alluvium and associated deposits, which mainly belong to the Lakewood Formation of Recent or Pleistocene age; this alluvium is typically characterized by sedimentary deposits ranging in grain size from sand to silt and clay.³ The aquifers located in the immediate area consist predominantly of fluvial sand and gravel, and have a combined thickness of about 200 feet.⁴ The Project site is located on a relatively flat site at an elevation of approximately 115 feet above mean sea level. The Project site is underlain by Quaternary aged alluvium. According to the Department of Conservation, the Project site is mapped within a liquefaction zone but is not in an area subject to the Alquist-Priolo Earthquake Zoning Act.⁵ The Project site is located in an urbanized area of very high runoff potential according to the US Web Soils Survey.⁶ The Project site currently contains both pervious and impervious surfaces. The two northern vacant parcels are a mix of impervious and pervious surfaces, while the southern parcel is currently paved and developed with an auto repair shop creating an impervious surface. The Project would be primarily impervious surfaces with pervious

³ ACS Associates, *Phase I Environmental Assessment Report for 9019 Long Beach Boulevard*, May 17, 2007

⁴ Ibid.

⁵ Department of Conservation, *DOC Maps: Geologic Hazards*, available at <https://maps.conservation.ca.gov/geologic Hazards/>, accessed December 9, 2022.

⁶ USDA, *Web Soils Survey, Soil Map*, available at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>, accessed December 19, 2022.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		surfaces provided around the site as landscaping. As the site would remain largely impervious, stormwater runoff is not anticipated to change substantially in the proposed condition. However, the Project proposes construction activities that could result in increased opportunities for erosion and runoff. To mitigate potential construction erosion and runoff impacts, the Project would be required to comply with all applicable regulations in the most recent California Building Code (CBC) as amended by the South Gate Municipal Code (Chapter 9.02, <i>Building Code</i>), which includes design requirements to mitigate the effects of potential hazards associated with erosion and stormwater runoff. Further, the Project would adhere to Municipal Code Chapter 6.67, <i>Storm Drains</i>, which contains parameters regarding Best Management Practices (BMPs) and Low Impact Development (LID) plans. The Project proposes that an on-site stormwater capture system (dry well system) would be placed under the driveway behind the units. The system would meet LID requirements and would discharge to Long Beach Boulevard. All runoff from the site would be tributary to the proposed onsite dry well system.
Hazards and Nuisances including Site Safety and Noise	3	The Project is not located near any hazardous operations and the Project would not create a risk of explosion, release of hazardous substances, or other dangers to public health. The Project site is located adjacent to existing residential and commercial/retail uses. The Project will provide a safe place for residents. The Project site lies within the Peninsular Ranges Geologic Province of California which includes numerous active faults identified by the California Geological Survey (CGS) under the Alquist-Priolo Earthquake Fault Zoning Act.⁷ CGS defines an active fault as one that has ruptured during the Holocene Epoch (i.e., the last 11,000 years). Based on the California Department of Conservation, the Project site is not in an area subject to the Alquist-Priolo Earthquake Zoning Act; is not within an Earthquake Fault Zone; is within a Liquefaction Zone and; is not within a Landslide Zone.⁸ To mitigate potential impacts due to seismic activity and/or liquefaction, the Project would be required to comply with all applicable regulations in the

⁷ Rincon Consultants, Inc., *Draft Phase I Environmental Site Assessment (ESA) 9001 and 9015 Long Beach Boulevard*, 2017.

⁸ Department of Conservation, *Geologic Hazards Data & Maps*, available at https://maps.conservation.ca.gov/geologic_hazards/, accessed December 16, 2022.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		most recent California Building Code (CBC) as amended by the South Gate Municipal Code (Chapter 9.02, <i>Building Code</i>), which includes design requirements to mitigate the effects of potential hazards associated with seismic activity and/or liquefaction. As discussed above under Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2) and <u>Section 6.9, <i>Hazards and Hazardous Materials</i></u>, lead concentrations are elevated at levels above the screening levels for residential properties in shallow soils in 4 of the 22 soil sampling locations at the Project site; detections of thallium in eight of the 18 soil samples analyzed were present at levels exceeding the residential screening levels; and the area of TPHo exceeding soil screening criteria appears to have been delineated and is limited to one location on the site at a depth of 0.5 feet bgs. An Equitable Community Revitalization Grant (ECRG) through the Department of Toxic Substance Control (DTSC) has been awarded to assist with funding environmental cleanup activities at the Project site to allow for potential residential development. Remediation activities are occurring under DTSC oversight. As part of the agreement, a Removal Action Workplan (RAW) will be prepared for approval by DTSC identifying the onsite contamination, goals to be achieved by the removal action, recommended alternative, Sampling and Analysis Plan and Health and Safety Plan to be followed during the remedial excavation and transportation activities (Mitigation Measure HAZ-1). Removal, transportation, and disposal of impacted soil will be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances. Excavation of contaminated material will involve the removal of non-hazardous waste soil, non-RCRA, and potentially RCRA waste soil requiring disposal at both a class III and class I landfill, respectively. Onsite excavation activities will be monitored and samples will be collected to determine the limits of excavation and ensure successful removal of contaminated soils under DTSC oversight. Contaminated soil will be disposed of at a disposal facility. The findings of the remedial excavation will be presented in a remedial action completion report that includes soil sample data tables and figures confirming completion of remediation activities for approval by DTSC (Mitigation Measure HAZ-2). Remediation of on-site soils would provide for improved conditions at the site. Project construction and operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		established in the General Plan, Noise Ordinance, or applicable standards of other agencies. The Project site is located adjacent to Long Beach Boulevard, potentially exposing future on-site residences to higher levels of noise. As discussed above under Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B and <u>Section 6.13, Noise</u>, existing ambient noise levels at the proposed Project location range from 63-69 dBA during peak traffic times. These levels extend into the “normally unacceptable” noise levels under 24 CFR 51.105(a), but are within the “conditionally acceptable” category for multifamily residential uses identified in the land use compatibility guidelines published by the State Department of Health Services. Conventional construction, with closed windows and fresh air supply systems or air conditions will normally suffice to meet noise reduction requirements. In order to meet the City’s interior 45 dBA CNEL standard a “windows closed” condition is required and windows and sliding glass doors facing Long Beach Boulevard with an STC rating of 29 are required. Specifically, all windows and sliding glass doors on the façade facing Long Beach Boulevard would be required to have an STC rating of 29 or higher for all floors and all other windows and sliding glass doors would be required to have an STC rating of 25 or higher on all floors.
Energy Consumption	2	Construction would adhere to the California Building Code (Municipal Code Chapter 9.02, <i>Building Code</i>), the State of California Energy Code, California Code of Regulations, Title 24, Part 6 (Municipal Code Chapter 9.06, <i>Energy Code</i>), and the State of California Energy Code, California Code of Regulations, Title 24, Part 11 (Municipal Code Chapter 9.08, <i>Green Buildings Standards Code</i>). All proposed appliances, water heaters, and HVAC systems for the Project will be electric; gas service will not be provided for the development.
SOCIOECONOMIC		
Employment and Income Patterns	2	The Project proposes the construction of a common interest subdivision and affordable housing development of 14 two- and three-story attached townhomes in four buildings. All 14 townhomes will be sold to qualified low income homebuyers at an affordable housing cost.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		The unemployment rate within California is 6.4 percent (2023), while the national average is 5.2 percent (2023) ⁹ . As of 2023, the unemployment rate in the City is 6.9 percent ¹⁰ . According to the City of South Gate 2021-2029 Housing Element, approximately 29 percent of households within the City are very low-income, 22 percent are low income, 20 percent are moderate income, and 29 percent are above moderate income. The Project is an affordable residential development project and would not affect employment or income.
Demographic Character Changes, Displacement	1	The Project would facilitate the development of 14 affordable housing units, which has been identified as a need in the City, where a high percentage of residents are considered housing burdened. According to the SCAG 6th Cycle Final RHNA Allocation Plan, the City of South Gate needs at least 8,282 units of housing to meet its projected housing needs for families of all income levels. At least 2,136 of these units must be affordable to very-low-income households and 994 must be affordable to low-income households. Based on an average annual population change from 2011 to 2020, the City is expected to have an annual growth of 0.04 percent; the City is built out and can expect minor changes in population into the future.¹¹ As of 2025, the City's population was 92,955. There are no residential uses currently on the Project site; therefore, displacement of existing residents would not occur. The Project would provide new affordable housing units in an area identified as having a need for additional affordable housing opportunities. Therefore, the Project would have a minor beneficial impact on the community as it forwards affordable housing policies through the provision of new affordable housing units for low income households. No significant change to the demographic character of the neighborhood is expected because the Project is intended to serve the existing population.
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The Project site is located in the Los Angeles Unified School District (LAUSD). Willow Elementary is located east of the Project site, across Willow Place. The closest middle school is Southeast Middle,

⁹ US Census Bureau, S2301 Employment Status, available at https://data.census.gov/table/ACSST5Y2023.S2301?q=California+unemployment&g=010XX00US_160XX00US0673080&moe=false, accessed November 25, 2025.

¹⁰ Ibid.

¹¹ SA Associates, 2020 City of South Gate Urban Water Management Plan, June 2021.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		located approximately 0.7 miles south of the site. Students would attend South Gate Senior High, approximately 0.6 miles east of the site. LAUSD has confirmed there is adequate capacity among LAUSD facilities. In addition to LAUSD facilities, the Project site is served by Westbrook Academy, a K-12 charter school located approximately 0.6 miles northwest of the Project site; and the Southeast Campus of the East Los Angeles College (ELAC), located approximately 0.4 miles northwest of the Project site. While the Project is a residential project, it is not expected to create substantial additional demand for schools or impact capacity as the Project is anticipated to generate less than five students according to LAUSD generation rates, and therefore would not lead to the overburdening of educational facilities. There are several religious centers in the area; Iglesia Bautista Fundamental Hispana is less than a quarter mile east of the site, and First Foursquare Church and Templo Bethel are approximately a quarter mile south of the site.
Commercial Facilities	1	In proximity to the Project site, retailers include local restaurants; liquor stores; hotels, motels, and inns; retail shops; and gas stations. The Azteca Market is adjacent to the Project site, directly across Long Beach Boulevard. Azteca Market is a deli, bakery, convenience, corner grocery store. El Super #27, a large-scale grocery store, is located approximately 0.75 miles east of the site. There are numerous convenient stores, gas stations, and restaurants, located along Long Beach Boulevard and Firestone Boulevard. There are also numerous auto-related shops along Long Beach Boulevard between Firestone Boulevard (less than a quarter mile north of Project site) to Independence Avenue (less than half a mile north of Project site). Because the Project site is in a mixed-use area, residential support uses, such as grocery stores, could easily be accessed via public transportation, walking, or bicycling. A laundromat is located approximately a quarter mile south of the site, on Long Beach Boulevard. The Project would not displace existing commercial facilities beyond the relocation of the existing auto repair shop, nor would it affect commercial facilities by its operation. The additional residents would not constitute a significant impact on the demand for commercial facilities in the area, due to the existing residential uses in the area.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
Health Care and Social Services	2	There are no hospitals in the City of South Gate. The St. Francis Medical Center (SFMC) in Lynwood is the nearest hospital to the Project site, located approximately two miles south. SFMC serves the healthcare needs of the communities of Southeast Los Angeles. SFMC is a 354-bed acute care hospital and one of the largest emergency and Level II trauma centers in Los Angeles County, treating more than 80,000 emergencies and 2,000 trauma injuries a year.¹² In addition, the Bell Gardens Health Center, Downey Regional Medical Center, and AltaMed Health Services in Pico Rivera serve South Gate residents. There are no significant impacts to healthcare facilities anticipated because of the proposed Project and residents would be adequately served by existing health care facilities. The Peoples Immigration Resource Center has an office located approximately 0.2 miles south of the Project site. The Peoples Immigration Resource Center focuses on immigration law, and aims to help people gain national citizenship. The nearest dental office is State Dental Center on Firestone Boulevard, approximately 0.4 miles northeast of the site. The Project does not represent a significant change to the demographics of the area or on area social services as it serves the existing population. Implementation of the Project represents a less than significant impact to social services.
Solid Waste Disposal / Recycling	2	The City of South Gate contracts with Universal Waste Systems, which offers a wide range of solid waste and recycling services. The site and adjacent area are already served with solid waste disposal services. Due to the nature of the Project, an incremental increase in solid waste demand would be generated, but not to a level that would exceed the capacity of or reduce the capability of services in the City of South Gate. Impacts are considered less than significant.
Waste Water / Sanitary Sewers	2	The City's sanitary sewer collection system is managed by the City's Public Works Department. Los Angeles County Sanitation District (LACSD). The LACSD treats an average of 260 gallons of wastewater per day. Approximately 99 percent of flows from local sewers discharge into the County Sanitation Districts' (LACSD's) facilities for transportation, treatment, and disposal. LACSD conveys sewage from South Gate and other communities to the A.K. Warren Water Resource Facility in Carson. Following treatment, the water is discharged through a network of outfalls extending one and a half

¹² St. Francis Medical Center, *About Us*, available at <https://stfrancismedicalcenter.com/about-us/>, accessed December 13, 2022.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		miles off the Palos Verdes Peninsula at a depth of approximately 200 feet. The City's sanitary sewer collection system is managed by the City's Public Works Department. The Project proposes to connect all individual units' water and sewer to existing laterals in Willow Place and Long Beach Boulevard. A project-specific wastewater study is required to be prepared and submitted to the Public Works Department for review and approval. The Project would be required to comply with the approved study. Therefore, adequate wastewater conveyance and treatment would be available to serve the Project.
Water Supply	2	The City receives its water from two main sources, groundwater from the Central Groundwater Basin (Basin) and recycled water from Central Basin Municipal Water District (CBMWD). Water and sewer for the proposed individual units will connect to existing laterals in Willow Place and Long Beach Boulevard. The total water demand for the City service area was over 8,500 acre-feet (AF) of potable water in 2020. In 2020, the City had a per capita water use of 88.8 gallons per capita per day (GPCD); the City is below their SBX7-7 2015 interim target (101 GPCD) and achieved its 2020 final water use target (100 GPCD). The South Gate 2020 Urban Water Management Plan (UWMP) confirms that water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045 (refer to Tables 3.13 through 3.19 of the UWMP). UWMP water demand forecasts are based on adopted General Plan land use designations. As the UWMP has indicated that South Gate Water will have sufficient supplies through 2045, and the proposed Project is consistent with the General Plan growth assumptions, the Project would not create insufficient water supply, impacts would be less than significant.
Public Safety- Police, Fire and Emergency Medical	2	The City contracts with the Los Angeles County Fire Department (LACoFD) to provide fire protection and emergency medical services to the City. The closest fire station to the Project site is Fire Station 54, located approximately 2.2 miles east of the site. Fire Station 54, located at 4867 Southern Avenue, is staffed at all times by one captain, one engineer, one firefighter, and three paramedics. The South Gate Police Department provides police protection services in the City of South Gate. The nearest facility is the Police Department headquarters, located approximately 1.0 mile east of the Project site. The Project site is in an urban area that is currently served by municipal providers.

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		As the Project is within the designated use of the General Plan, LACoFD has accounted for and anticipated potential Project impacts. The introduction of residential uses to the Project site would incrementally increase the demand for fire protection and emergency medical services to the site. However, the forecast population growth associated with the Project represents a less than one percent increase in population over existing conditions and is within the growth projections anticipated by the City's General Plan. Additionally, the southern parcel of the Project site is developed with an auto repair shop that the LACoFD currently provides service to as needed. Therefore, the population increase associated with the Project would not significantly impact the need for fire protection services. The introduction of residential uses to the Project site would incrementally increase the demand for police protection services to the site. However, the forecast population growth associated with the Project represents a less than one percent increase in population over existing conditions and is within the growth projections anticipated by the City's General Plan. Additionally, the southern parcel of the Project site is developed with an auto repair shop that the Police Department currently provides service to as needed. Therefore, the population increase associated with the Project would not significantly impact the need for police protection services. According to the General Plan, the City does not currently have a development or public safety impact fee to fund additional police services necessitated by growth. Therefore, the Project could not offset any deficiencies in police protection services if needed. However, as the Project is within the growth projections anticipated by the City's General Plan, the Project would not require the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.
Parks, Open Space and Recreation	3	There are nine parks in the City that total 165.74 acres. As the City is built-out and surrounded by highly urbanized areas, there are not many opportunities to increase park and recreation space. The closest open space area to the Project site is the recreational greenbelt, approximately 0.2 miles south of the Project site. This greenbelt runs along the length of Southern Avenue, from Calden Avenue to Atlantic Avenue. Throughout the greenbelt, there are children's play areas with various playground equipment, picnic tables, pedestrian pathways, street lights, and restrooms. The

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		South Gate Civic Center includes City Hall, Police Department, City Hall Annex and Civic Center Community Building which includes the Museum and Art Association.
Transportation and Accessibility	2	Willow Place and Long Beach Boulevard provide access to the Project site. Wide, consecutive, paved sidewalks run along Willow Place and Long Beach Boulevard. Intersections surrounding the Project site (along Long Beach Boulevard, Firestone Avenue, and Southern Avenue) all have pedestrian crosswalks. Consolidation of driveways from four to two would reduce the interruptions and improve the pedestrian experience along the Project frontage. The Project would also provide landscaping along the Project frontage. While there are no bicycle facilities adjacent to the Project site, the Project would include onsite bike parking. GATE and LA Metro are public transportation services that serve the City and surrounding area. The nearest "Get Around Town Express" (GATE) stops are Stops R and S. Stop R is located at Southern Avenue and Madison Avenue, approximately 0.5 miles southeast of the Project site; and Stop S is located at Southern Avenue and Stanford Avenue, approximately 0.2 miles south of the Project site. LA Metro Route 60 operates between the Cities of Compton and Downtown Los Angeles. There are two LA Metro Route 60 bus stops approximately 0.1 miles from the Project site in both the north and south direction along Long Beach Boulevard; they are located at the Southern Avenue and Long Beach Boulevard intersection. Pedestrian, bicycle, and transit facilities are expected to adequately serve the Project. Project impacts to transportation and accessibility are considered less than significant.
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	No unique natural features, or water resources, occur on the Project site or within the surrounding area. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The closest water resource near the Project site is the Los Angeles River, approximately 3.0 miles east. The property does not include important farmland or other "Farmland of Statewide or Local Importance" as identified as the California Department of Conservation.
Vegetation, Wildlife	2	The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern

ENVIRONMENTAL ASSESSMENT FACTOR	IMPACT CODE	IMPACT EVALUATION
		parcel (also developed with asphalt) is currently occupied by an auto repair shop. The chance of wildlife in the Project boundaries is low due to the lack of vegetation in the area. There are two street trees located along the Project frontage (Long Beach Boulevard). The Project site is located within a highly urbanized area.
Other Factors	1	The Project will facilitate the development of 14 affordable homeownership units, which is greatly needed in the City of South Gate, where a high percentage of residents are considered housing burdened. The Project will increase overall housing supply and will provide homeownership opportunities to low and very-low-income families in our community, helping the City meet its RHNA needs. According to the SCAG 6th Cycle Final RHNA Allocation Plan, the City of South Gate needs at least 8,282 units of housing to meet its projected housing needs for families of all income levels. At least 2,136 of these units must be affordable to very-low-income households and 994 must be affordable to low-income households.

Cumulative Impact Analysis:

The Project would not result in a cumulative adverse impact associated with the following issues: Airport Hazards, Coastal Barrier Resources, Flood Insurance, Coastal Zone Management, Endangered Species, Explosive and Flammable Hazards, Farmlands Protection, Floodplain Management, Historic Preservation, Sole Source Aquifers, Wetlands Protection Wild and Scenic Rivers, Socioeconomic, Community Facilities and Services, and Natural Features.

The Project's construction-related emissions by themselves would not exceed the significance thresholds for criteria pollutants. Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not have a cumulative construction-related air quality impact. Operational thresholds of significance have been developed based on the level above which individual project emissions would result in a cumulatively considerable contribution to the air basin's existing air quality conditions. The Project's operational emissions would not exceed thresholds. As a result, the Project's operational emissions would not result in a cumulative air quality impact.

On-site soil remediation activities would occur as a result of Project implementation due to elevated lead concentrations, thallium and TPHo above residential screening levels at the Project site. These existing conditions are associated with existing and historic uses of the site and do not extend to groundwater or other sites within the area. On-site remediation activities will be required to ensure removal of contaminated soil in order to allow for development of the site with proposed residential uses. On-site remediation will have a beneficial impact and will not result in a cumulative impact on the environment.

The Project would not impact a historic built environment resource. Further, the sensitivity of the Project site for containing intact buried prehistoric archaeological resources is considered low. In the event of accidental discovery of archaeological resources, mitigation would require work in the area to be halted

and a qualified archaeologist to evaluate the find. The Project would not result in a cumulative impact on the environment associated with historic resources.

Project construction activities would result in temporary increases in noise levels at the Project site and immediate area. Construction activities would be required to comply with the City's Noise Ordinance, which limits the hours of construction. Additionally, conditions of approval would ensure construction equipment is equipped with noise attenuating devices and would also require orientation of stationary construction equipment away from nearby sensitive receptors, among other requirements. Project operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan, Noise Ordinance, or applicable standards of other agencies and would not result in a cumulative noise impact on the environment. The Project would be required to comply with City Noise Ordinance and would be required to comply with noise mitigation measures regarding the design of the building.

Alternatives:

Identify below other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Include the benefits and adverse impacts to the environment of each alternative, and the reasons (e.g., economic, engineering, or others) for rejecting it.

Modified Site Plan Alternative: Under the Modified Site Plan Alternative, the Project site would be developed with 14 affordable townhomes, similar to the proposed Project. However, the Project would also include non-residential uses, including a small ground floor commercial space and community programming. Access to the site would be limited to one driveway located on Long Beach Boulevard. The Modified Site Plan Alternative would have similar environmental impacts to the Project. This Alternative was not selected due to economic and site constraints; potential safety impacts due to inadequate site access; increased vehicular traffic; and reduced open space.

Alternative Site: Development of the proposed affordable housing project at an alternative site has not been identified or considered since the property is owned by the City Housing Authority. The City is built out and there is limited opportunity to develop the proposed Project at a different location. Therefore, additional sites were not evaluated for consideration of this type of affordable housing development.

No Action Alternative: Under the No-Action Alternative, the northern parcels of the Project site would remain vacant and the southern parcel would remain an inactive auto repair shop. Under this alternative, the proposed affordable housing project would not occur, and therefore would not contribute toward the City meeting its fair share of affordable housing. The auto repair shop may continue to remain vacant and soil conditions may not be remediated in the near future or not remediated to the higher residential standard. The parcels could be developed separately or as a larger development consistent with the General Plan Neighborhood Medium-High designation, which allows for duplexes, triplexes, fourplexes; townhomes and rowhouses; multi-family; parks, plazas, and open space; education; cultural; public assembly, and civic and institutional with permitted densities (excluding any density bonuses) of 21 to 40 dwelling units per acre with a maximum of four stories. Development consistent with the General Plan could result in similar or slightly greater impacts when compared to the proposed Project depending upon the development.

Additional Studies Performed:

- MAT Engineering Inc., *Long Beach Boulevard Multifamily Residential Project Trip Generation & VMT Analysis/Screening*, City of South Gate, California, February 10, 2026.
- MD Acoustics, *Habitat for Humanity IS/EA Noise Impact Study*, December 20, 2022.
- PaleoWest, *Cultural Resource Assessment for the 9001-9019 Long Beach Blvd Housing Project*, South Gate, Los Angeles County, California, January 24, 2023.
- PaleoWest, *Geology and Paleontology Background of the 9001-9019 Long Beach Blvd Project*, Los Angeles County, California, January 24, 2023.
- Rincon Consultants, Inc., *Draft Phase I Environmental Site Assessment (ESA) 9001 and 9015 Long Beach Boulevard*, 2017.
- Rincon Consultants, Inc., *Phase II Environmental Site Assessment, 9001, 9015 and 9019 Long Beach Boulevard, South Gate*, California, June 21, 2019.
- Rincon Consultants, Inc., *Additional Phase II Environmental Site Assessment 9019 Long Beach Boulevard, South Gate, California*, January 28, 2020.

Field Inspection (Date and completed by):

Field Inspection was conducted on November 17, 2022, by De Novo Senior Planner, Ashley Brodtkin.

List of Sources, Agencies and Persons Consulted: Refer to Section 7.0, References and Section 8.0, Report Preparation Personnel

List of Permits Obtained: The City of South Gate, as the Lead Agency, has discretionary authority over the proposed Project. The Project would be subject to various City permits and approvals, including, but not limited to:

- Environmental Assessment (EA);
- Final Mitigated Negative Declaration (MND);
- Tentative Tract Map No 84210 to create a subdivision for the sale of individual units; and
- Administrative Modifications (Major) PL NO. PL26-0191 for four Administrative Modifications to: (1) reduce the required parking setback from 10 feet to zero feet; (2) reduce the required building setback from 10 feet to 5 feet for Unit 10; (3) increase the fence height along the street frontages from 3 feet to 3½ feet; and (4) increase the fence height along the southwest corner of Long Beach Boulevard and Willow Place.

The Project would also require administrative approvals from the City, including, but not limited to grading, building, and occupancy permits.

Public Outreach [24 CFR 50.23]:

Provide your FONSI/FOSI notice dissemination list. Also, describe any additional public meetings and hearings that were held as part of or were relevant to the environmental review.

The IS/MND/EA will be made available for a 30-day public review. A Notice of Intent and Finding of No Significant Impact (FONSI) will be published in the newspaper and posted to the City's website. Information about where the public can access the IS/MND/EA and supporting documentation will be included in the notice.

Summary of Findings and Conclusions:

- The Project would be compatible with existing and future land uses in the vicinity of the Project site.
- The Project would provide affordable housing in the City of South Gate where affordable housing options are in high demand.
- The Project would comply with all statutory regulations pertaining to environmental issues. Environmental issues identified as having a potential adverse effect on the environment would be reduced through the implementation of standard conditions of approval and mitigation measures, as provided below.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Mitigation Measures

CUL-1 If previously unidentified cultural resources are encountered during ground-disturbing activities, work within 100 feet of the find shall cease and the Director of Community Development shall be notified and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP) eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the Project, additional work such as data recovery excavation may be warranted to mitigate any significant impacts. In the event an identified cultural resource is Native American in origin, the qualified archaeologist shall consult with the Project owner and the Director of Community Development, or designee, to implement Native American consultation procedures. Construction shall not resume in the area until appropriate protection and preservation measures are in place and have been approved by the Director of Community Development, or designee, and the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources.

GEO-1: If fossils or fossil bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt and a professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

- HAZ-1 Prior to issuance of permits for demolition and grading, the Project Applicant shall submit a Removal Action Workplan (RAW) and Soils Management Plan (SMP), or similar documentation, approved by the Department of Toxic Substances Control to the City of South Gate Community Development Department. Issuance of permits for demolition and grading by the City shall be limited to soil excavation and remediation activities in accordance with the Removal Action Workplan (RAW) and Soils Management Plan (SMP) or similar documentation, as approved by the Department of Toxic Substances Control.
- HAZ-2 Upon completion of remediation activities and prior to issuance of permits for additional grading beyond what may be required for soil excavation or remediation activities in accordance with Department of Toxic Substances Control requirements, the Project Applicant shall submit a Remedial Action Completion Report, or similar documentation, approved by the Department of Toxic Substances Control, demonstrating completion of on-site remediation activities that would allow for development of the site with residential uses to the City of South Gate Community Development Department.
- HAZ-3 Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

- HAZ-4 If paint is separated from building materials (chemically or physically) during demolition of the structure, the paint waste shall be evaluated independently from the building material by a qualified Environmental Professional. A portable, field X-ray fluorescence (XRF) analyzer shall be used to identify the locations of potential lead paint, and test accessible painted surfaces. The qualified Environmental Professional shall identify the likelihood that lead is present in concentrations greater than 1.0 milligrams per square centimeter (mg/cm²) in/on readily accessible painted surfaces of the buildings.

If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Potential methods to reduce lead dust and waste during removal include wet scraping, wet planning, use of electric heat guns, chemical

stripping, and use of local High Efficiency Particulate Air (HEPA) exhaust systems. Lead-based paint removal and disposal 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 worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.

- TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

- TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials and Funerary Remains. As the Most Likely Descendant (“MLD”), the Koonas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains

Conditions of Approval

COA N-1: Prior to approval of grading plans and/or prior to issuance of demolition, grading, and building permits, the following noise reduction techniques shall be included in the construction plans or specifications:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other State required noise attenuation devices.
- The Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.
- During construction, equipment staging areas shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per the South Gate General Plan Noise Element, construction activities shall not occur during the hours of 7:00 PM to 8:00 AM Monday through Saturday and on Sundays and Federal holidays.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: 

Date: June 15, 2026

Name/Title/Organization: Starla Barker, AICP, Principal Planner, De Novo Planning Group

Certifying Officer Signature: 

Date: June 15, 2026

Name/Title: Joshua Valdez / Associate Planner
for Rob Houston, City Manager

5.0 CEQA ENVIRONMENTAL CHECKLIST FORM

Background

1. Project Title: 9001-19 Long Beach Boulevard Habitat for Humanity Project
2. Lead Agency Name and Address: City of South Gate 8650 California Ave South Gate, CA, 90280
3. Contact Person and Address: Joshua Valdez, Associate Planner 8650 California Avenue South Gate, CA, 90280 jvaldez@sogate.org 323-563-9514
4. Project Location: 9001-19 Long Beach Boulevard, South Gate (APNs 6204-025-900, -901, and -092)
5. Project Sponsor's Name and Address: Habitat for Humanity of Greater Los Angeles 8739 Artesia Boulevard Bellflower, CA 90706
6. General Plan Designation: Long Beach Corridor Sub-Area 3
7. Zoning: UN (Urban Neighborhood)
8. Description of the Proposed Project: See Section 2.3.
9. Surrounding Land Uses and Setting: See Section 2.2.
10. Other public agencies whose approval is required: Los Angeles County Sanitation District; Los Angeles County Regional Water Quality Control Board; Los Angeles County Fire Department; Department of Toxic Substance Control.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? In compliance with AB 52, the City distributed letters to applicable Native American tribes informing them of the Project on November 22, 2022. One California Native American tribe, the Gabrieleno Band of Mission Indians – Kizh Nation, requested consultation. Mitigation measures have been agreed upon and consultation has concluded; refer to Response 6.18.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant With Mitigation Incorporated" as indicated by the checklist on the following pages.

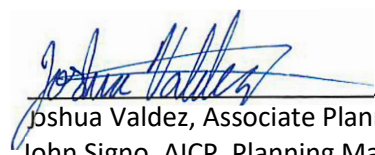
	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources	X	Cultural Resources		Energy
X	Geology and Soils		Greenhouse Gasses	X	Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation	X	Tribal Cultural Resources
	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

CITY OF SOUTH GATE



Joshua Valdez, Associate Planner for
John Signo, AICP, Planning Manager,
City of South Gate | Community Development

June 15, 2026

Date

Evaluation of Environmental Impacts

The environmental analysis in this section is patterned after CEQA Guidelines Appendix G. An explanation is provided for all responses with the exception of "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved, including on- and off-site project level and cumulative, indirect and direct, and short-term construction and long-term operational impacts. The evaluation of potential impacts also identifies the significance criteria or threshold, if any, used to evaluate each impact question. If applicable, mitigation measures are identified to avoid or reduce the impact to less than significant. There are four possible responses to each question:

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

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6.0 CEQA ENVIRONMENTAL ANALYSIS

6.1 Aesthetics

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

Pursuant to SB 743 (PRC Section 21099(d)(1)), “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099(a) defines a “transit priority area” as an area within 0.5 mile of a major transit stop. PRC Section 21064.3 defines “major transit stop” as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

The proposed Project would be a residential project located on an infill site within a transit priority area that meets the criteria set forth in Section 21099(d)(1). The Project site is considered an infill site because the Project area is highly urbanized and the site contains asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The Project is within a transit priority area as mapped by the Southern California Association of

Governments (SCAG)¹³. As the proposed Project is a residential project on an infill site within a transit priority area, aesthetic impacts of the Project cannot be considered significant, pursuant to PRC Section 21099(d). The analysis of aesthetic impacts below is presented for disclosure purposes.

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The South Gate General Plan does not identify any scenic vistas or scenic resources within the City. The Project site is located within the Long Beach Corridor Sub-Area 3. Corridors are the major transportation thoroughfares and access routes in the City. In the Long Beach Corridor Sub-Area 3, Neighborhood Medium-High, Boulevard Medium-High, and Open Space uses are strongly encouraged. The Project site and surrounding area are relatively flat and due to the topography and intervening structures associated with urbanization of the area, there are no expansive views or scenic vistas. The Project would not have a substantial adverse effect on a scenic vista.

Mitigation Measures: No mitigation measures are required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. The Project area is developed and does not contain any scenic resources. There are no State or County designated scenic highways in the area.¹⁴ Additionally, the South Gate General Plan does not identify any scenic highways within the City. The Project would not substantially damage scenic resources within a State scenic highway.

Mitigation Measures: No mitigation measures are required.

c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

No Impact. The Project site is located within an urbanized area. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The Project site is surrounded by a mix of industrial, open space, and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. The Project proposes to remove all existing on-site improvements and structures within the site and construct a common interest subdivision and affordable housing development. The Project proposes to construct 14 two- and three-story attached townhomes in four buildings. Each building will have a

¹³ Southern California Association of Governments (SCAG), *High Quality Transit Corridors*, <https://maps.scag.ca.gov/portal/apps/experiencebuilder/experience/?id=97f9699f14654b3b8895c74846541f75&p age=Main-Map>, accessed November 25, 2025.

¹⁴ California Department of Transportation, Scenic Highway System Lists, *List of Eligible and Officially Designated State Scenic Highways* and *List of Officially Designated County Scenic Highways*, <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>, accessed November 25, 2025.

maximum height of 33 feet, two inches. The General Plan identifies the Project site as Long Beach Corridor Sub-Area 3, and the Zoning Map zones the area as UN (Urban Neighborhood); the proposed Project is consistent with the City General Plan and the Zoning Map.

The City of South Gate has adopted zoning regulations under Municipal Code Title 11, *Zoning*. The Project would be required to comply with Municipal Code Section 11.25.070, *Residential operating standards*, which regulates setbacks, parking, screening requirements, noise, lighting, and signs within residential areas. Additionally, the Project would be subject to the requirements of Municipal Code Section 11.25.080, *Multifamily development standards*, which addresses development for all attached units or condominiums, conversion of apartments to condominiums, and structural/architectural alterations to such developments. Section 11.25.080 establishes standards for lot design, architectural compatibility, landscaping, building height, easements, access, and parking for multifamily homes.

As part of the City's site plan review and approval process required under South Gate Municipal Code Section 11.51.050, *Administrative permits and approvals*, the Project site plan would be reviewed and only approved after finding the proposed development, including the uses and the physical design of the development is consistent with the intent and general purposes of the General Plan and provisions of the South Gate Municipal Code. Although the South Gate Municipal Code does not identify specific regulations governing scenic quality, the review process would ensure the physical design of the proposed Project is consistent and compatible with the site and surrounding area. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality.

Mitigation Measures: No mitigation measures are required.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

No Impact. The Project site and surrounding area currently experience lighting typical of an urbanized area, such as building interior and exterior lighting, parking lot security lighting, and street lighting along Long Beach Boulevard. The Project would introduce similar types of lighting including interior building lighting and exterior lighting associated with building illumination, landscape lighting, parking lot lighting, and security lighting. The Project proposes to remove all existing on-site improvements and structures within the site and construct a common interest subdivision and affordable housing development with 14 two- and three-story attached townhomes in four buildings.

The Project would be required to comply with Municipal Code Section 11.25.070, *Residential operating standards*, which requires that all lighting of the building, landscaping, parking area, and similar facilities shall be hooded and directed to reflect away from adjoining properties. Further, as part of the City's site plan review and approval process required under Municipal Code Section 11.51.050, *Administrative permits and approvals*, the Project site plan would be reviewed and only approved after finding the proposed development, including the uses and the physical design of the development is consistent with the intent and general purposes of the General Plan and provisions of the South Gate Municipal Code. This Municipal Code Section analyzes the proposed types and location of exterior lighting, when determining potential Project approval.

The Project does not propose the use of highly reflective materials or significant expanses of glass that could result in adverse impacts associated with daytime glare. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Mitigation Measures: No mitigation measures are required.

6.2 Agriculture and Forestry Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)), timberland (as defined in Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The City of South Gate does not contain any mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program.¹⁵ Further, the Project site is zoned UN (Urban Neighborhood) and is not zoned

¹⁵ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/agriculture/>, accessed November 25, 2025.

for agricultural use, nor is the site under a Williamson Act contract. Thus, the Project would not involve the conversion of farmland to a non-agricultural use or conflict with existing zoning for agricultural use or a Williamson Act contract.

Mitigation Measures: No mitigation measures are required.

c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. As stated in Response 6.2 (a, b), the Project site is zoned UN (Urban Neighborhood). No forest land, timberland, or timberland zoned Timberland Production occurs within the City. The Project site is located within an urbanized area. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. Thus, the proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation Measures: No mitigation measures are required.

e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. Refer to Responses 6.2(a) through 6.2(d), above.

Mitigation Measures: No mitigation measures are required.

6.3 Air Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c. Expose sensitive receptors to substantial pollutant concentrations?			X	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

South Coast Air Quality Management District (SCAQMD) Thresholds

Mass Emissions Thresholds

The SCAQMD significance criteria may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during project construction and operations, as shown in Table 6.3-1, South Coast Air Quality Management District Emissions Thresholds.

Table 6.3-1
South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors (Regional)	Construction-Related	Operational-Related
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO _x)	100	55
Sulfur Oxides (SO _x)	150	150
Coarse Particulates (PM ₁₀)	150	150
Fine Particulates (PM _{2.5})	55	55
Source: South Coast Air Quality Management District, <i>CEQA Air Quality Handbook</i> , 1993 (PM _{2.5} threshold adopted June 1, 2007).		

Localized Carbon Monoxide

In addition to the daily thresholds listed above, the proposed Project would be subject to the ambient air quality standards. These are addressed through an analysis of localized Carbon Monoxide (CO) impacts. The California 1-hour and 8-hour CO standards are:

- 1-hour = 20 parts per million (ppm)
- 8-hour = 9 ppm

The significance of localized impacts depends on whether ambient CO levels near a project site exceed State and federal CO standards. The South Coast Air Basin (SCAB) has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed Local Significance Thresholds (LSTs) for emissions of Nitrogen Oxide (NO_x), CO, Coarse Particulate Matter (PM₁₀), and Fine Particulate Matter (PM_{2.5}) generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project site without expecting to cause or substantially contribute to an exceedance of the most stringent national or State ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day. The City of South Gate is located within SCAQMD SRA 12 (South Central LA County). Table 6.3-2, Local Significance Thresholds (Construction/Operations), shows the LSTs for a 1.0-acre, 2.0-acre, and 5.0-acre project site in SRA 12 with sensitive receptors located within 25 meters of the Project site.

Table 6.3-2
Local Significance Thresholds (Construction/Operations)

Project Size	Nitrogen Oxide (NO _x) – lbs/day	Carbon Monoxide (CO) – lbs/day	Coarse Particulates (PM ₁₀) – lbs/day	Fine Particulates (PM _{2.5}) – lbs/day
1.0 acres	46/46	231/231	4/1	3/1
2.0 acres	65/65	346/346	7/2	4/1
5.0 acres	98/98	630/630	13/4	7/2
Source: South Coast Air Quality Management District, <i>Localized Significance Threshold Methodology – Appendix C</i> , revised October 21, 2009.				

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (USEPA) requires that each state with nonattainment areas prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the federal and State ambient air

quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project site is located within SCAB, which is under SCAQMD's jurisdiction. The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which SCAB is in non-attainment. To reduce such emissions, the SCAQMD drafted the 2022 Air Quality Management Plan (AQMP). The 2022 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State (California) and national air quality standards. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the USEPA. The AQMP's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's 2022 RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The proposed Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** A proposed project would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of the AQMP's air quality standards or the interim emissions reductions.
- **Consistency Criterion No. 2:** A proposed project would not exceed the AQMP's assumptions or increments based on the years of the project build-out phase.

Consistency Criterion No. 1 refers to the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As shown in Tables 6.3-3 and 6.3-4, the proposed Project construction and operational emissions would be below SCAQMD's thresholds. As the Project would not generate localized construction or regional construction or operational emissions that would exceed SCAQMD thresholds of significance, the Project would not violate any air quality standards. Thus, no impact is expected, and the Project would be consistent with the first criterion.

Consistency Criterion No. 2 refers to SCAG's growth forecasts and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities located within the SCAG region. Therefore, projects that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds.

With respect to determining consistency with Consistency Criterion No. 2, it is important to recognize that air quality planning within the air basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1. *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on the General Plan land use designations and SCAG's 2020-2045 Regional Transportation Plan/Sustainability Communities Strategy (2020-2045 RTP/SCS) demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City of South Gate. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

As discussed in Section 6.14, *Population and Housing*, the Project involves the development of 14 townhome units, which would induce direct population growth in the City. Based on 3.64 persons per household, which is the average household size for the City of South Gate, the Project's forecast population growth is approximately 51 persons.¹⁶ The Project's forecast population growth would increase the City's existing population by less than one percent (approximately 0.05 percent) to 93,006 persons. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not increase growth beyond the AQMP's projections.

Would the project implement all feasible air quality mitigation measures?

The proposed Project would result in less than significant air quality impacts. Compliance with all required emission reduction measures identified by the SCAQMD would be required as identified in Responses (b) and (c). As such, the proposed Project meets this 2022 AQMP consistency criterion.

2. *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. As discussed in Section 6.8, *Greenhouse Gas Emissions*, the Project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. For example, the Project would be consistent with the 2020-2045 RTP/SCS goal that focuses on providing more options for short trips through Neighborhood Mobility Area and Complete Communities by incorporating walking paths within and immediately adjacent to the Project site, and by placing residential land uses within walking distance (0.25-mile) of retail and restaurants. Additionally, the Project would be located near public transit, thereby supporting the 2020-2045 RTP/SCS goal of focusing new growth around transit.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the air basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed Project's long-term influence on air quality in the air basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, the Project would be consistent with the above criteria and impacts would be less than significant.

¹⁶ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025*, Sacramento, California, May 2025.

Mitigation Measures: No mitigation measures are required.

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

Less Than Significant Impact.

Construction Emissions

Project construction activities would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project site include ozone-precursor pollutants (i.e., Reactive Organic Gases [ROG] and NO_x) and PM₁₀ and PM_{2.5}. Construction-generated emissions are short term and temporary, lasting only while construction activities occur, but would be considered a significant air quality impact if Project related pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from demolition, site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities, as well as weather conditions and the appropriate application of water.

The Project's construction-related emissions were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. As discussed in Section 6.9, Hazards and Hazardous Materials, the Project site contains contaminated material that would require removal from the site. Onsite excavation activities would be monitored and samples would be collected to determine the limits of excavation and ensure successful removal of contaminated soils under DTSC oversight. Contaminated soil would be disposed of at a disposal facility. As noted in Section 2.0, Description of the Proposed Project, it is anticipated that up to 100 cubic yards of contaminated soil will require disposal. However, for purposes of this analysis, export of up to 357 cubic yards of fill, import of 357 cubic yards of replacement fill, and 200 cubic yards of additional fill material, which includes the anticipated volume of contaminated soil, have been evaluated to provide a conservative analysis of potential soil export and import quantities, including a daily truck trip estimate of 38 one-way truck trips per day for a duration of three days.

For purposes of the modeling, proposed Project demolition, site preparation, and grading are anticipated to begin in mid-2026 and building construction was estimated to be completed in early 2028. The CalEEMod modeling output is included in [Appendix A, Air Quality/Energy/Greenhouse Gas Emissions Data](#), for additional information regarding the construction assumptions used in this analysis.

The Project's predicted maximum daily construction-related emissions are summarized in [Table 6.3-3, Construction-Related Emissions \(Maximum Pounds Per Day\)](#). As shown in [Table 4.6-3](#), all criteria pollutant emissions would remain below their respective thresholds. Additionally, Project construction activities would be subject to compliance with SCAQMD Rules 402, 403, 1113, and 1466, which would further reduce specific construction-related emissions.

Table 6.3-3
Construction-Related Emissions (Maximum Pounds Per Day)

Construction Year	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM10)	Fine Particulates (PM2.5)
2026	1	9	10	<1	2	1
2027	<1	5	8	<1	<1	<1
2028	11	<1	1	<1	<1	<1
Maximum	11	9	10	<1	2	1
SCAQMD Threshold	75	100	550	150	55	150
Exceed Threshold?	No	No	No	No	No	No
Source: CalEEMod version 2022.1						
Notes: SCAQMD Rule 403 Fugitive Dust was not applied for the purposes of modeling; therefore, these numerical results reflect a conservative modeling of Project construction emissions. It should be noted that the Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages are from the SCAQMD CEQA Handbook (Tables XI-A through XI-E). No mitigation was applied to construction equipment; refer to Appendix A for model outputs.						

SCAQMD Rule 402 is designed to protect the community's comfort, health, and property by prohibiting discharge of air contaminants or other material that could cause discomfort, irritation, or annoyance to a significant number of people or the general public; endanger the comfort, peace, health, or safety of the community; or damage, or has the potential to damage, local businesses or personal property. SCAQMD Rule 403 reduces the amount of particulate matter during construction activities through three primary mechanisms: preventing dust from becoming airborne, containing it within the project boundaries, and halting work when weather conditions make dust control impossible. SCAQMD Rule 1113 addresses VOCs through the regulation of paints, stains, varnishes, sealers, and primers applied to stationary structures. SCAQMD Rule 1466 specifically applies to earth-moving activities of soil with applicable toxic air contaminants (TACs). Implementation of Rule 1466 minimizes the amount of off-site fugitive dust emissions containing TACs by reducing particulate emissions in the ambient air as a result of earth-moving activities, including, dredging, excavating, grading, earth-cutting and filling, loading, unloading, handling, mechanized land clearing, treating, stockpiling, transferring, and removing of soil that contains applicable toxic air contaminants. Requirements include notification, PM₁₀ monitoring, dust control measures, on-site supervision and training, recordkeeping, and on-site signage.

Implementation of these rules would further reduce construction-related air quality emissions. Additionally, compliance with Rules 403 and 1466 would also reduce potential air quality impacts associated with the disturbance of on-site contaminated soils to less than significant.

As the proposed Project emissions would not worsen ambient air quality, create additional violations of federal and State standards, or delay SCAB's goal for meeting attainment standards, and potential impacts associated with disturbance of contaminated soil would be reduced through compliance with SCAQMD Rules 403 and 1466, the Project-related construction impacts would be less than significant.

Operational Emissions

The Project's operational emissions would be associated with motor vehicle use and area sources. Area sources include gasoline-powered landscaping and maintenance equipment, and consumer products (such as household cleaners). Mobile sources emissions are generated from vehicle operations associated with Project operations. Typically, area sources are small sources that contribute very minor emissions individually, but when combined may generate substantial amounts of pollutants. Area specific defaults in CalEEMod were used to calculate area source emissions.

CalEEMod was also used to calculate pollutants emissions from vehicular trips generated from the proposed Project. The vehicle trip rate for the Project was obtained from the "Long Beach Boulevard Multifamily Residential Project Trip Generation & VMT Analysis/Screening, City of South Gate, California" prepared by MAT Engineering; refer to [Appendix G](#). CalEEMod default inputs for vehicle mix and trip distances were used. CalEEMod estimated emissions from Project operations are summarized in [Table 6.3-4, Operational-Related Emissions \(Maximum Pounds Per Day\)](#). As shown in [Table 6.3-4](#), emission calculations generated from CalEEMod demonstrate that Project operations would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, Project operational impacts would be less than significant.

Table 6.3-4
Operational-Related Emissions (Maximum Pounds Per Day)

Source	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Sulfur Oxides (SOx)	Coarse Particulates (PM10)	Fine Particulates (PM2.5)
Mobile	<1	<1	2	<1	<1	<1
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Water	<1	<1	<1	<1	<1	<1
Waste	<1	<1	<1	<1	<1	<1
Refrigeration	<1	<1	<1	<1	<1	<1
Total	1	<1	3	<1	<1	<1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod version 2022.1; refer to Appendix A for model outputs.						

Cumulative Short-Term Emissions

SCAB is designated nonattainment for O₃, PM₁₀, and PM_{2.5} for State standards and nonattainment for O₃ and PM_{2.5} for Federal standards. As discussed above, the Project's construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants.

Since these thresholds indicate whether individual Project emissions have the potential to affect cumulative regional air quality, it can be expected that the Project-related construction emissions would not be cumulatively considerable. The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal Clean Air Act mandates. The analysis assumes

that fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related cumulative projects. As concluded above, the Project's construction-related impacts would be less than significant. Compliance with SCAQMD rules and regulations would further minimize the proposed Project's construction-related emissions. Therefore, Project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. The Project's construction-related emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Long-Term Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in [Table 6.3-4](#), the Project's operational emissions would not exceed SCAQMD thresholds. As a result, the Project's operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Project operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Localized Construction Significance Analysis

The nearest sensitive receptors to the Project site are the single- and multi-family residences located immediately west and south of the Project site. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the Final Localized Significance Threshold Methodology (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

The maximum daily disturbed acreage would be 0.66 acres (the gross area of the Project site). The appropriate SRA for the LSTs is the SCAQMD SRA 12 (South Central LA County), since SRA 12 includes the Project site. LSTs apply to CO, NOx, PM₁₀, and PM_{2.5}. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5.0 acres. As stated, Project construction is anticipated to disturb a maximum of 0.66 acres in a single day.

The SCAQMD’s methodology states that “off-site mobile emissions from the Project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod “on-site” emissions outputs were considered. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, as recommended by the SCAQMD, LSTs for receptors located at 25 meters were utilized in this analysis for receptors closer than 25 meters. Table 6.3-5, Localized Significance of Construction Emissions (Maximum Pounds per Day), presents the results of localized emissions during proposed Project construction.

As shown in Table 6.3-5, the emissions of these pollutants on the peak day of Project construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Further, the Project would be subject to compliance with SCAQMD Rules 402, 403, and 1113, which would further reduce specific construction-related emissions. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during construction activities.

Table 6.3-5
Localized Significance of Construction Emissions (Maximum Pounds per Day)¹

Construction Activity	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
Demolition (2026)	4	6	0.2	0.1
Site Preparation (2026)	4	6	0.3	0.2
Grading (2026)	9	10	1.8	1.1
Building Construction (2027)	5	7	0.2	0.2
Building Construction (2028)	5	7	0.2	0.2
Paving (2028)	4	5	0.2	0.2
Architectural Coating (2028)	4	6	0.2	0.1
SCAQMD Localized Screening Thresholds (1 acres at 25 meters)	46	231	4	3
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod Version 2022.1; refer to <u>Appendix A</u> for model outputs.				
Notes:				
1. Emissions reflect on-site construction emissions only, per SCAQMD guidance.				

As previously discussed, the Project site contains contaminated soil that would be disturbed during Project construction activities. This disturbance could result in the contaminants becoming airborne and potentially impacting nearby sensitive receptors. In addition to SCAQMD Rules 402, 403, and 1113, Project construction activities would be subject to compliance with SCAQMD Rule 1466. Rule 1466 specifically addresses earth-moving activities of soil with TACs. Requirements include notification, PM₁₀ monitoring, dust control measures, on-site supervision and training, recordkeeping, and on-site signage to minimize the amount of off-site fugitive dust emissions. Compliance with SCAQMD rules and regulations would reduce the potential exposure of sensitive receptors associated with disturbance of contaminated soil. Impacts would be less than significant in this regard.

Localized Operational Significance Analysis

The on-site operational emissions are compared to the LST thresholds in [Table 6.3-6, *Localized Significance of Operational Emissions \(Maximum Pounds per Day\)*](#). [Table 6.3-6](#) shows that the maximum daily emissions of these pollutants during Project operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, the proposed Project would result in a less than significant impact concerning LSTs during operational activities.

Table 6.3-6
Localized Significance of Operational Emissions (Maximum Pounds per Day)

Emission Sources	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
On-Site Emissions (Area Sources)	<0.1	0.8	<0.1	<0.1
SCAQMD Localized Screening Threshold (1 acres at 25 meters)	46	231	1	1
Exceed SCAQMD Threshold?	No	No	No	No
Source: CalEEMod version 2016.3.2; refer to Appendix A for model outputs.				

The Project would not involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants, and no significant toxic airborne emissions would result from operation of the proposed Project. Construction activities are subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno [Friant Ranch, L.P.]* [2018] 6 Cal.5th 502). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts would occur.

NOx and ROG are precursor emissions that form ozone in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind

from the sources. Breathing ground-level ozone can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily ozone concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that ozone can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According to the SCAQMD's 2022 AQMP, ozone, NO_x, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled (VMT) in the SCAB continue to increase, NO_x and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_x emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. In addition, since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the ozone standards will likewise lead to improvement of PM_{2.5} levels and attainment of PM_{2.5} standards.

The SCAQMD's air quality modeling demonstrates that NO_x reductions prove to be much more effective in reducing ozone levels and will also lead to a significant decrease in PM_{2.5} concentrations. NO_x-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2022 AQMP identifies robust NO_x reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_x emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMP plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

As previously discussed, Project emissions would be less than significant and would not exceed SCAQMD thresholds; refer to [Table 6.3-3](#) and [Table 6.3-4](#). Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant; refer to [Table 6.3-5](#) and [Table 6.3-6](#). The LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels more than the health-based ambient air quality standards.

Carbon Monoxide Hotspots

An analysis of CO “hot spots” is needed to determine whether the change in the level of service of an intersection resulting from the proposed Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. The AQMP addressed CO concentrations. As part of the SCAQMD CO Hotspot Analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with approximately 100,000 average daily traffic (ADT), was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The proposed Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD’s CO Hotspot Analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 ADT, it can be reasonably inferred that CO hotspots would not be experienced at any Project area intersections from the 65 net ADT attributable to the proposed Project. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project construction would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminants (TAC) emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The closest sensitive receptors to the Project site are located immediately to the west and south. The use of diesel-powered construction equipment would be temporary and episodic and occur throughout the Project site. The duration of exposure would be short and exhaust from construction equipment would dissipate rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The majority of construction equipment that emit diesel exhaust would occur during the demolition, site preparation, and grading phases which are estimated to occur for approximately two months.

California Office of Environmental Health Hazard Assessment has not identified short-term health effects from diesel particulate matter (DPM). Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time. Construction activities would be subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes to further reduce nearby sensitive receptors’ exposure to temporary and variable DPM emissions. For these reasons, DPM generated by Project construction activities, in and of itself, would not expose sensitive receptors to substantial amounts of air toxins and the proposed Project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

d) *Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?*

Less Than Significant Impact.

Construction

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to result in a public nuisance which affects a substantial number of people since these emissions would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operational

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project proposes development of residential uses, which would not involve the types of uses that would emit objectionable odors affecting substantial numbers of people. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Therefore, the proposed Project would not create objectionable odors and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.4 Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***
- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***
- c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. The Project site is located within an urbanized area. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. Street trees are located along the right-of-way of Long Beach Boulevard, along the eastern border of the Project site, and do not contain natural habitat. The surrounding area is developed and is comprised of a mix of industrial, residential, and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. According to the Green Element of the City General Plan, plants and trees in the City are limited to parks, streetscaping, some riparian zones around the Los Angeles River and Rio Hondo Channel, and private yards and gardens; there are no known threatened or endangered species and very sparse wildlife. South Gate Park is located approximately 2.2 miles east of the site, and the Los Angeles River is located approximately three miles east. Based on review of the existing and surrounding conditions, no candidate, sensitive, or special status plant or wildlife species occur on the Project site or adjacent properties. Further, there are no riparian habitat or wetlands within the Project site and surrounding area. Therefore, the proposed Project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status plant or wildlife species, any riparian habitat or other sensitive natural community, or on any State or federally protected wetlands.

Mitigation Measures: No mitigation measures are required.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The Project site is surrounded by a mix of industrial, residential, and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. Long Beach Boulevard, a major arterial, borders the Project site to the north/northeast and Willow Place borders the Project site to the north. There are no open space areas, rivers, wildlife corridors, or wildlife nursery sites within the Project site or surrounding area; the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Mitigation Measures: No mitigation measures are required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. South Gate Municipal Code Chapter 5.33, *Tree Preservation and Protection*, establishes requirements for the preservation and proper maintenance of existing trees located on public property. Municipal Code Section 5.33.060, *Tree protection during development and construction*, establishes activities that require a permit from the Director of Public Works prior to Project commencement, which includes construction occurring within the dripline of any public tree. Further, the City adopted the Street Tree Master Plan in November 2007. The goals included in the Street Tree Master Plan include increasing tree canopy, filling vacant planting sites, and reducing tree hazards. The Street Tree Master Plan encourages long-term planning to create a robust tree network that has a long lifespan.

If the Project would need to remove, replace, or move, the two existing street trees along Long Beach Boulevard, the Project would need to acquire a tree removal permit as required by City Municipal Code Chapter 5.33, *Tree Preservation and Protection*. All trees replaced, removed, or replanted as a result of Project implementation would adhere to the regulations established in the City Municipal Code. The proposed trees and landscaping, as well as the sidewalk would be in accordance with the City's requirements. Compliance with local policies, the Municipal Code, and the City Tree Master Plan, would ensure that the Project would not conflict with any local policies or ordinances protection biological resources. As such, impacts would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Thus, the Project would not conflict with any of these plans and no impact would occur.

Mitigation Measures: No mitigation measures are required.

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6.5 Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c. Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

This section is based on the *Cultural Resource Assessment for the 9001-9019 Long Beach Blvd Housing Project, South Gate, Los Angeles County, California* (Cultural Resource Assessment), prepared by PaleoWest, dated January 24, 2023, and included in its entirety as [Appendix B, Cultural Resource Assessment](#).

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

No Impact. A search of the California Historic Resources Information System (CHRIS) was performed at the South Central Coastal Information Center (SCCIC) that includes the Project site (also referred to as the Area of Potential Effects or APE) and a 0.5-mile radius. Results of the records search indicate that 11 previous cultural resources studies have been completed within 0.5-mile of the Project site; none of which included the Project site. Five cultural resources are recorded within 0.5-mile of the Project site; no resources have been documented within or adjacent to the Project site. The documented resources include a segment of the Union Pacific Railroad, which is unevaluated for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). Two other resources are historic-period buildings built in the 1930s and 1940s that have been found ineligible for listing in the NRHP or CRHR, as well as locally, through survey evaluation. Another resource is a historic-period steel water tank that has also been found ineligible for listing in the NRHP or CRHR, as well as locally, through survey evaluation. The remaining resource is a historic period two-story commercial building, originally a restaurant that has been found eligible for listing in the CRHR.

In addition to the SCCIC records search, additional sources were consulted, including the NRHP, the Office of Historic Preservation Director of Properties in the Build Environment Resource Directory, Los Angeles County Assessor files, City of South Gate historical documents, historical newspapers databases, historic San born Fire Insurance Maps, and the Los Angeles Public Library databases. Review of historic-era maps and aerial photographs were also conducted.

For purposes of historic built environment resources, a survey of the Project site was conducted to identify and verify the location of all structures and buildings within the Project site that are 45 years in age or

older. Due to the age of the on-site structure, Vallarta Tires shop constructed in 1941, the commercial building was documented and evaluated as a potential historic resource.

According to the Cultural Resource Assessment, the existing building measures 651 square feet and appears to have functioned as a greasing, gasoline, and oil facility in 1950, numerous gas stations between 1950 and 1970, and then finally as an automotive repair shop from 1970 through present-day. The building is situated along the center of the northern boundary of the parcel, with the entrance located on the south side. The building is south-oriented toward Glenwood Place and is fronted by a surface parking lot where various tires are being stored, along with vehicles being serviced. An additional storage area houses parked vehicles along the western elevation of the building. The concrete block commercial building features a rectangular plan with a north-south orientation. The building is one story in height and a brick wall extends generally east-west from the north side of the building. Based on field observation of the property, the condition of the building appears to be largely consistent with its original structure.

The south elevation of the building features a flat roof, an overhanging eave framing the office entryway at the southwest corner of the building, and a sliding garage door opening to the interior of the garage workspace in the southeast corner of the building. Flood lights are positioned two at each corner of the top corners of the building. The exterior walls of the tire shop building are clad primarily with brick and painted over with pale yellow paint. Paint appears to have been repainted within the last decade or two. A review of historic aerials indicate the building has existed at this location since at least 1952.

The City of Los Angeles established a relevant context for automotive properties that can also be applied to 9019 Long Beach Boulevard in the City of South Gate. The Car and Car Services sub-theme of the historic context related to Commercial Development and the Automobile describes how resources included in the sub-theme are those designed to provide services for the automobile; show accommodation to, and celebration of, the automobile in their design through the use of features such as canopies, show windows, and wide passageways, all linking the building to the car; and contain spatial arrangements in their site layouts allowing for maneuvering of the automobile, which differentiates them from pedestrian-oriented commercial structures. The main elements of the gas/service stations common throughout the Los Angeles area between 1920 and 1970 demonstrate buildings with a design and layout that accommodates the needs of the automobile and prioritize access to the street.

Though the existing building mostly lacks architectural features, the building can be ascribed to the Industrial architectural style. Industrial architecture can be traced from the first industrial revolution in England (ca. 1760-1830), though modern industrial architecture remains greatly influenced by the second industrial revolution of the late nineteenth and early twentieth centuries and its reliance on steel and concrete construction. Industrial building architecture prioritizes functionality and worker safety over aesthetically pleasing design.

The Industrial Style is characterized by the following features:

- Wide-open spaces, with open floor plans and high ceilings
- Minimalist aesthetic, prioritizing functionality over ornament
- Exposed materials and utilities, including concrete floors, exposed ductwork, and utilities
- Natural light, through use of large metal-grid or floor-to-ceiling windows

NRHP and CRHR Eligibility Evaluation

The eligibility criteria for designating historic properties under federal and State criteria are essentially the same and are therefore evaluated together in the Cultural Resource Assessment, and provided below.

Under NRHP Criterion A or CRHR Criterion 1, the property at 9019 Long Beach Boulevard is not significant because it does not have strong associations with important historic events. The commercial building was constructed in 1941 along Long Beach Boulevard, roughly eleven years after Long Beach Boulevard and the surrounding street grid was completed. While it was among the first commercial buildings constructed along this segment of Long Beach Boulevard in South Gate, it did not serve as a catalyst for rapid commercial development.

Research did not reveal that anyone associated with the development and use of this property made demonstrably significant contributions to their field of occupation or history, therefore, this property is not eligible under NRHP Criterion B or CRHR Criterion 2.

The building on this property is not eligible under NRHP Criterion C or CRHR Criterion 3 because it does not possess distinctive characteristics of a type, period, or method of construction, is not the work of a master, and does not represent high artistic value. The building is of simple utilitarian Industrial design, ubiquitous throughout the region during much of the twentieth century.

This property is not eligible under NRHP Criterion D or CRHR Criterion 4 as a source (or likely source) of important information regarding history. The building on the property was also built using typical materials and does not have any likelihood of yielding important information about historic construction materials or technologies.

South Gate Landmark Eligibility Evaluation

The Cultural Resource Assessment evaluated the property under the ten Landmark criteria in South Gate Municipal Code, Chapter 7.68, *Preservation of Cultural Heritage*, as described below.

Criterion A: This property does not possess a significant character, interest, or value attributable to the development, heritage or cultural characteristics of the City of South Gate, the southern California region, the State of California, or the United States of America or if it is associated with a person whose life is historically significant.

This property does not exemplify or reflect special elements of the City of South Gate's social, aesthetic, engineering, architectural, or natural history. The property was initially developed in 1941 as a gasoline/service station, one of many in the region. The business operated as a greasing, gasoline, and oil facility in 1950, numerous gas stations between 1950 and 1970, and then finally as an automotive repair shop from 1970 through present-day. While the businesses in the commercial building served as a business dedicated to commercial development and the automobile, there is no indication that they exemplify or reflect special elements of the City of South Gate's history as it relates to the commercial development of the automobile. The commercial building was constructed in the utilitarian Industrial style and does not exemplify or reflect special elements of City of South Gate's, aesthetic, engineering, or architectural history. The built environment on this property does not contribute to the natural history of the City of South Gate.

Criterion B: This property is not the site of a historic event with a significant place in history.

This property is not associated with events that have made a significant contribution to the broad patterns of the City of South Gate or its regional history, or the cultural heritage of California or the United States. While the building was one of many that reflected the growing importance of the automobile in the development of the City of South Gate during the twentieth century, it does not serve as a unique or even strong reflection of that phenomenon.

Criterion C: This property does not exemplify the cultural, political, economic, social, or historical heritage of the community.

Research did not reveal information that related to the original owner or subsequent owners, or anyone else associated with the development and use of this property and thus this property does not appear to have played a significant role in the history of the City of South Gate, California, or national history.

Criterion D: This property does not portray the environment in an era of history characterized by a distinctive architectural style.

This property has not yielded, or does not have the potential to yield, information important to the prehistory or history of the City of South Gate, California, or the nation. The building on the property was built using typical materials and does not have any likelihood of yielding important information about historic construction materials or technologies.

Criterion E: This property does not embody those distinguishing characteristics of an architectural type or engineering specimen.

This property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master or possesses high artistic values. The building is an unremarkable example of simple, utilitarian Industrial style. The building style is common throughout South Gate, California, and the nation. The building is not the work of a master designer and lacks high artistic values.

Criterion F: This property is not the work of a person or persons whose work has significantly influenced the development of the city or the southern California region.

Extensive research into the history of 9019 Long Beach Boulevard did not yield any information as to the previous owners of the property. Similarly, the previous Environmental Sensitivity Assessment prepared by Rincon Consultants on this property in 2016 likewise did not find any relevant information regarding original or subsequent ownership of the property.

Criterion G: This property does not contain elements of design, detail, materials, or craftsmanship which represent a significant innovation.

Criterion H: This property is not a part of or related to a distinctive area that is developed according to a specific historical, cultural, or architectural motif.

Criterion I: This property does not represent an established and similar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristics.

Criterion J: This property is not or has not been a valuable information source important to the prehistory or history of the City of South Gate, the southern California region, the State of California or the United States of America.

This property does not retain sufficient integrity. The potential period of importance for this property is based on the construction date of the building: 1941. The following elements of integrity have been assessed to make a determination regarding the building's integrity:

- **Location:** The subject property retains integrity of location. The property is sited on the original location it was constructed in its original orientation.
- **Design:** The subject property retains weak integrity of design because there is no obvious design to the building, and the building is a poor example of the Industrial Style.
- **Setting:** The subject property lacks integrity of setting. The neighborhood has undergone significant changes since the subject property was constructed and is an area of major current redevelopment.
- **Materials:** The subject property retains some integrity of materials; however, expedient additions and modifications with cheap materials inconsistent with original design have diminished that integrity.
- **Workmanship:** The subject property retains little integrity of workmanship.
- **Feeling:** The subject property lacks integrity of feeling. This narrow and simple building provides little that evokes a sense of World War II feeling in South Gate.
- **Association:** The subject property lacks integrity of association. The property has no important associations with events, people, or important patterns of development in the City.

Based on the above, the Cultural Resource Assessment concluded that the property does not have historical, architectural, community or aesthetic merit (i.e., does not meet eligibility Criteria A through J), does not display a National Register status code of 5 or above, and therefore is not eligible as a City of South Gate landmark.

As no historic or potentially historic built environment resources are located within the site, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5 and no impact would occur.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less Than Significant Impact with Mitigation Incorporated. As stated above, results of the records search show that 11 previous studies had been completed within 0.5-mile of the Project area; none of which included the Project site. Five cultural resources are recorded within 0.5-mile of the Project site; no resources have been documented within or adjacent to the Project site. The documented resources include a segment of the Union Pacific Railroad, which is unevaluated for listing in the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). Two other resources are historic-period buildings built in the 1930s and 1940s that have been found ineligible for listing in the NRHP or CRHR, as well as locally, through survey evaluation. Another resource is a historic-period steel water tank that has also been found ineligible for listing in the NRHP or CRHR, as well as locally, through survey evaluation. The remaining resource is a historic period two-story commercial building, originally a restaurant that has been found eligible for listing in the CRHR.

As part of the Cultural Resource Assessment, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission's (NAHC) on November 15, 2022. Negative SLF results were received from the NAHC on December 8, 2022. However, it is noted that under AB 52, the City received a request for consultation from the Gabrieleno Band of Mission Indians – Kizh Nation; refer to Section 6.18, Tribal Cultural Resources.

A PaleoWest Archaeologist conducted a pedestrian survey of the Project area (APE) on November 23, 2022. All exposed ground surface was examined for artifacts (e.g., flaked stone tools and tool-manufacture debris, ground stone tools, ceramic sherds, fire-altered rock), ecofacts (marine shell, bone), soil discoloration that could indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic period debris (e.g., metal, glass, ceramic sherds, cut bone). Ground disturbances, such as burrows, were visually inspected.

Results of the survey indicate the Project site has been subject to development and urbanization. The three parcels making up the APE consist of an existing commercial building at 9019 Long Beach Blvd (APN 6204-025-902), as well as two vacant parcels which are 90 percent paved at 9001 Long Beach Blvd and 9015 Long Beach Blvd. Visibility was excellent (95-100 percent) in unpaved portions of the northernmost parcel. No prehistoric or historic archaeological resources were identified in the APE during the survey.

Due to the lack of available freshwater sources in the vicinity and the absence of known prehistoric archaeological sites in the immediate area, the Cultural Resource Assessment determined the sensitivity of the Project site for containing intact buried prehistoric archaeological resources is considered low. Furthermore, an examination of historic topographic maps and aerial images indicates that the APE has largely been developed throughout the twentieth century, with many buildings being demolished and new buildings erected in their place. Although the existing building at 9019 Long Beach Boulevard appears to be unmodified, the other two parcels at 9001 Long Beach Boulevard and 9015 Long Beach Boulevard have undergone construction and demolition since the historic period. Due to the intensive development of the APE during the historic period, the potential to encounter buried historic period archaeological resources during Project construction is relatively low. In the event of accidental discovery of archaeological resources, Mitigation Measure CUL-1 would require work in the area to be halted and a qualified archaeologist be contacted to immediately evaluate the find. With implementation of CUL-1, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5 and impacts would be less than significant.

Mitigation Measures:

CUL-1 If previously unidentified cultural resources are encountered during ground-disturbing activities, work within 100 feet of the find shall cease and the Director of Community Development shall be notified and a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology, shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for the California Register of Historical Resources (CRHR) or National Register of Historic Places (NRHP) eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the Project, additional work such as data recovery excavation may be warranted to mitigate any significant impacts. In the event an identified cultural resource is Native American in origin, the qualified archaeologist shall consult with the Project owner and the Director of Community Development, or designee, to implement Native American consultation

procedures. Construction shall not resume in the area until appropriate protection and preservation measures are in place and have been approved by the Director of Community Development, or designee, and the qualified archaeologist states in writing that the proposed construction activities would not significantly damage any archaeological resources.

c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

Less Than Significant Impact. There are no dedicated cemeteries within the Project site or surrounding area. Most Native American human remains are found in association with prehistoric archaeological sites. As discussed above, there are no known archaeological resources within the Project site or surrounding area and the potential for archaeological resources is considered low. However, there is the potential for previously unknown human remains to be discovered/disturbed during the Project's ground disturbing activities, resulting in a potentially significant impact.

If human remains are found, the remains would require proper treatment in accordance with applicable laws, including State of California Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99. Health and Safety Code Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, Health and Safety Code Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. Health and Safety Code Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by State law, the procedures set forth in Public Resources Code Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would designate the "Most Likely Descendent" of the unearthed human remains. If human remains are found during excavation, excavation would be halted near the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for treatment and disposition of the remains. Following compliance with the established regulatory framework (Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98 and Section 5097.99), the Project's potential impacts concerning human remains would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.6 Energy

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

REGULATORY FRAMEWORK

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2022 Title 24 standards encourage efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards. Over 30 years, the 2022 Title 24 standards is estimated to reduce 10 million metric tons of greenhouse gas emissions.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. The California Building Standards Commission developed CALGreen in an effort to meet the State’s landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Senate Bill 100

Senate Bill (SB) 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024; 52 percent by December 31, 2027; 60 percent by December 31, 2030; and 100 percent by December 31, 2045. The bill requires the California Public Utilities Commission (CPUC), California Energy Commission (CEC), State board or the California Air Resources Board's (CARB), and all other State agencies to incorporate the policy into all relevant planning. In addition, SB 100 requires the CPUC, CEC, and CARB to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information relating to the implementation of SB 100.

- a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***
- b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Less Than Significant Impact. The means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate State and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The Project proposes to remove all existing on-site improvements within the 0.66-gross acre site and construct 14 two- and three-story attached townhomes. The amount of energy used at the Project site would directly correlate to the size of the proposed units, the energy consumption of associated unit appliances, and outdoor lighting. Other major sources of Project energy consumption include fuel used by vehicle trips generated during Project construction and operation, and fuel used by off-road construction vehicles during construction.

The following discussion provides calculated levels of energy use expected for the proposed Project, based on commonly used modelling software (i.e., CalEEMod v.2022.1 and the California Air Resource Board's EMFAC2021). It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the Project; thus, this discussion provides a conservative estimate of proposed Project emissions.

Electricity and Natural Gas

Electricity used by the Project would be used primarily to power on-site buildings; the Project would not utilize natural gas. Total annual natural gas (kBtu) and electricity (kWh) usage associated with the operation of the Project are shown in Table 6.6-1, Project Operational Natural Gas and Electricity Usage.

Table 6.6-1
Project Operational Natural Gas and Electricity Usage

Emissions	Project Annual Consumption	Los Angeles County Annual Consumption	Percent Increase
Natural Gas Consumption (therms)	0	0	0%
Electricity Consumption (MWh/year)	51	68,486,000	0.00007%
Sources: CalEEMod version 2022.1; California Energy Commission, Electricity Consumption by County; Natural Gas Consumption by County.			

CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity value for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end use for various climate zones in California.

As shown in [Table 6.6-1](#), Project operational electricity usage is forecast to represent an approximately 0.00007 percent increase above the County's typical annual electricity consumption. These increases are minimal in the context of the County as a whole.

On-Road Vehicles (Operation)

The Project would generate vehicle trips during its operational phase. According to the traffic report prepared by MAT Engineering (refer to [Appendix G](#)), the Project would generate approximately 65 net average daily vehicle trips. In order to calculate operational on-road vehicle energy usage and emissions, default trip lengths generated by CalEEMod (version 2022.1) were used, which are based on the Project location and urbanization level parameters selected within CalEEMod; refer to [Appendix A](#). The Project would generate an estimated total of approximately 615 average daily vehicle miles traveled (Average Daily VMT).¹⁷ Based on fleet mix data provided by CalEEMod and Year 2024 gasoline and diesel miles per gallon (MPG) factors for individual vehicle classes as provided by EMFAC2021, a weighted MPG factor for operational on-road vehicles of approximately 24.7 MPG for gasoline vehicles were derived. Therefore, the Project would generate vehicle trips that would use approximately 25 gallons of gasoline per day or 9,093 gallons of gasoline per year.

Other

Project landscape maintenance activities would generally require the use of fossil fuel (e.g., gasoline) energy. For example, lawn mowers require the use of fuel for power. It is estimated that landscape care maintenance would require approximately one individual, one hour per week, or 52 person-hours per year. Assuming an average of approximately 0.5 gallons of gasoline used per person-hour, the Project would use approximately 26 gallons of gasoline per year to power landscape maintenance equipment. The energy used to power landscape maintenance equipment would not differ substantially from the energy required for landscape maintenance for a similar Project.

¹⁷ Estimated VMT is generated from CalEEMod based upon the number of Project trips and an average trip length. CalEEMod average trip lengths are used since the Project satisfies the City's SB 743 Implementation Guidance criteria for VMT screening and a detailed VMT analysis is not required; refer to [Section 6.17, Transportation](#).

On-Road Vehicles (Construction)

The Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors). Estimates of anticipated vehicle fuel consumption were derived based on the assumed construction schedule, vehicle trip lengths, and number of workers per construction phase as provided by CalEEMod, and MPG factors provided by EMFAC2025. Off-road construction vehicles would use diesel fuel during the construction phase of the Project. Off-road construction vehicles expected to be used during the construction phase of the Project include, but are not limited to, cranes, forklifts, generator sets, tractors, excavators, and dozers. Based on the total amount of CO₂ emissions expected to be generated by the proposed Project (as provided by the CalEEMod output), and a CO₂ to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the Project would use up to approximately 574 gallons of diesel fuel for off-road construction vehicles during the demolition, site preparation, and grading phases of the Project; refer to [Appendix A](#) for detailed calculations.

Table 6.6-2, *Fuel Consumption Construction Source*, describes gasoline and diesel fuel used by on-road mobile sources during each phase of the construction schedule.

Table 6.6-2
Fuel Consumption by Construction Source

Construction Source	Gasoline (gallons)	Diesel (gallons)
Construction Vehicles	991	6,722
Worker Trips	1,636	7,038
Vendor Trips	1	723
Haul Trucks	90	21
Total	2,719	14,504

Conclusion

The proposed Project would use energy resources for the operation of the residential buildings (e.g., electricity), for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the Project (both during Project construction and operation), and from off-road construction activities associated with the Project (e.g., diesel fuel). Each of these activities would require the use of energy resources. The Project would conserve energy through compliance with Statewide and local measures regarding energy conservation, such as Title 24 building efficiency standards.

The proposed Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage and renewable energy generation. For example, Southern California Edison (SCE) is responsible for the mix of energy resources used to provide electricity for its customers, and it is implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. SCE has achieved at least a 35 percent mix of renewable energy resources, and will be required to achieve a renewable mix of at least 50 percent by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards ("part 6"), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the Project including construction, operations, maintenance, and/or removal. SCE, the electricity provider to the site, maintain sufficient capacity to serve the proposed Project. The Project would be required to comply with the latest energy efficiency standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in a wasteful, inefficient, or unnecessary of energy resources during Project construction or operation, or conflict with or obstruct any State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.7 Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
2) Strong seismic ground shaking?			X	
3) Seismic-related ground failure, including liquefaction?			X	
4) Landslides?				X
b. Result in substantial soil erosion or the loss of topsoil?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

This section is based in part on *Geology and Paleontology Background of the 9001-9012 Long Beach Boulevard Project, Los Angeles County, California* (Geology and Paleontology Background Report), dated January 24, 2023, prepared by PaleoWest and included as Appendix D, Geology and Paleontological Background Report, and *Phase I Environmental Site Assessment* (Phase I ESA), *Phase II Environmental Site Assessment* (Phase II ESA) dated June 21, 2019, and *Additional Phase II Environmental Site Assessment* (Additional Phase II ESA) dated January 28, 2020, prepared by Rincon Consultants, Inc., and included as Appendix E, Hazardous Materials Studies.

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). According to the Department of Conservation Geologic Hazards Map, the Project site and surrounding area are not within an Alquist-Priolo Fault Zone; no impact would occur.¹⁸

Mitigation Measures: No mitigation measures are required.

2) *Strong seismic ground shaking?*

Less Than Significant Impact. The Project site is located in a seismically active area that has historically been affected by moderate to occasionally high levels of ground motion. However, there are no known seismically active faults within five miles of the Project site; the nearest known active fault is the Avalon-Compton fault, approximately six miles southwest of the site.¹⁹ Regardless, during the life of the proposed development, it is likely the Project would experience moderate to occasionally high ground shaking from these fault zones, as well as background shaking from other seismically active areas of the southern California region. Therefore, the Project could expose people or structures to potential adverse effects as a result of strong seismic ground shaking. The intensity of ground shaking on the Project site would depend upon the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter.

¹⁸ California Department of Conservation, *Data Viewer, Earthquake Zone App*, available at <https://maps.conservation.ca.gov/geologic Hazards/> accessed November 25, 2025.

¹⁹ California Department of Conservation, *Data Viewer, Fault Activity Map*, available at <https://maps.conservation.ca.gov/cgs/fam/> accessed November 25, 2025.

Pursuant to South Gate Municipal Code Chapter 9.02, *Building Code*, the City has adopted the 2022 California Building Code (CBC), subject to certain amendments and changes, including amendments specific to seismic conditions; the 2025 CBC goes into effect on January 1, 2026. The Project would be required to comply with all applicable regulations in the most recent CBC as amended by the South Gate Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic ground shaking. The City of South Gate Building and Safety Division would review Project construction plans for compliance with the CBC and the Municipal Code. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with strong seismic ground shaking at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

3) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. Engineering research of soil liquefaction potential indicates that generally three basic factors must exist concurrently in order for liquefaction to occur. These factors include:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions.
- A relatively loose silty and/or sandy soil.
- A relative shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that will allow positive pore pressure generation.

According to the Department of Conservation, the Project site is mapped within a liquefaction zone.²⁰ However, according to the South Gate General Plan, the water table fluctuates between 80–100 feet below the surface (or more), and the City does not consider liquefaction as a substantial risk in the community. Subsurface exploration conducted at the Project site as part of the Phase I ESA did not encounter groundwater and groundwater was determined to be as deep at 60 feet. The Phase I ESA identified the Project site as underlain by Quaternary aged alluvium. Specifically, the Quaternary alluvium consists of young alluvium; older wash deposits and younger fan deposits can also be found in the surrounding area.

The Project would be required to comply with all applicable regulations in the most recent CBC as amended by the South Gate Municipal Code, which includes design requirements to mitigate the effects of potential hazards associated with seismic-related ground failure, including potential liquefaction. The City of South Gate Building and Safety Division would review Project construction plans for compliance with the CBC and the Municipal Code. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's

²⁰ California Department of Conservation, *Data Viewer, Earthquake Zone App*, available at <https://maps.conservation.ca.gov/geologichazards/> accessed November 25, 2025.

construction plan review process, would ensure potential impacts associated with seismic-related ground failure, including liquefaction at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the Department of Conservation, geologic hazards associated with landsliding are not anticipated as the Project site is not located within a landslide hazard zone area as identified by the California Geologic Survey.²¹ Further, the Project site and surrounding area are relatively flat and do not contain any landforms capable of experiencing landslides, hence, no impacts are anticipated to occur.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site and surrounding area are relatively flat. According to the Phase I ESA, the site is primarily underlain by Quaternary geologic age alluvium; specifically, the alluvium consists of young alluvium. Older wash deposits and younger fan deposits can also be found in the surrounding area. Grading and earthwork activities associated with Project construction could expose soils to potential short-term erosion by wind and water. Before construction activities commence on the site, remedial excavation of impacted soil would occur. The remedial excavation would involve the removal, transport, and disposal of contaminated soil; refer to Section 6.9, Hazards and Hazardous Materials, for additional information regarding site characterization and remediation. Development of the Project would not substantially increase the amount of impervious area when compared to existing conditions; refer to Response 6.10(a).

South Gate Municipal Code Chapter 6.67, *Storm Drains*, is intended to protect the public health, welfare and safety and to reduce the quantity of pollutants being discharged to the waters of the United States through: “the elimination of non-stormwater discharges to the municipal separate stormwater system; the elimination of spillage, dumping and disposal of pollutants into the municipal separate storm sewer system; the reduction of pollutants in stormwater discharges to the maximum extent practicable; the protection and enhancement of the quality of the waters of the United States in a manner consistent with the provisions of the Clean Water Act; and the reduction and contribution of pollutants from the MS4 through interagency coordination.” Municipal Code Section 6.67.030, *Pollutant source reduction*, states that “all persons engaged in construction activity within the City shall operate in compliance with all State and federal laws regulating or pertaining to stormwater management and runoff; proof of compliance may be required by the director of community development or building official prior to the issuance of any grading, building or occupancy permit or any other type of permit or license issued by the City.” Municipal Code Section 6.67.030 contains Best Management Practices (BMPs) that Project construction

²¹ California Department of Conservation, *Data Viewer, Earthquake Zone App*, available at <https://maps.conservation.ca.gov/geologic/hazards/> accessed November 25, 2025.

would be subject to adhere to (refer to Response 6.10(a)), thereby reducing potential impacts associated with soil erosion or the loss of topsoil during construction activities to a less than significant level.

To comply with Chapter 6.67 of the Municipal Code, the Project applicant would be required to submit a Low Impact Development (LID) plan to the Department of Community Development prior to the submittal of an application for the first planning or building approval for a new development project. The LID plan would include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by controlling runoff from impervious surfaces through infiltration, evapotranspiration, bio-retention and/or rainfall harvest and use. The Project applicant would be required to implement the LID standards and best management practices (BMPs) for stormwater pollution mitigation and provide documentation to demonstrate compliance with the municipal National Pollutant Discharge Elimination System (NPDES) permit on the plans and permit application submitted to the City.

The Project proposes to include an on-site stormwater capture system (dry well system) that would be placed under the driveway behind the units. The system would meet LID requirements and would discharge to Long Beach Boulevard. Following compliance with the established regulatory framework identified in the South Gate Municipal Code regarding stormwater and runoff pollution control, potential impacts associated with soil erosion and the loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less Than Significant Impact. Refer to Responses 6.7(a)(3) and 6.7(a)(4) regarding the potential for liquefaction and landslides, respectively.

The Project would be required to comply with all applicable regulations in the most recent CBC as amended by the South Gate Municipal Code (Chapter 9.02, *Building Code*), which includes design requirements to mitigate the effects of potential hazards associated with landslides, lateral spreading, subsidence, liquefaction, and collapse. The City of South Gate Building and Safety Division would review Project construction plans for compliance with the CBC and the Municipal Code. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with unstable soil at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Less Than Significant Impact. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. According to the United States Department of Agriculture Web Soil Survey, the Project site is underlain with Urban land-Biscailuz-Hueneme, drained complex, 0 to 2 percent slopes soils. This soil has a moderate infiltration rate when thoroughly wet. These soils consist of chiefly moderately deep or deep, moderately well drained, or well drained soils that have

moderately fine texture or moderately course texture.²² These soils do not have a high shrink-swell potential. As such, hazards associated with expansive soils are not anticipated to impact the Project.

The Project would be required to comply with all applicable regulations in the most recent CBC as amended by the South Gate Municipal Code (Chapter 9.02, *Building Code*), which includes design requirements to mitigate the effects of potential hazards associated with unstable and/or expansive soils. The City of South Gate Building and Safety Division would review Project construction plans for compliance with the CBC and the Municipal Code. Thus, compliance with the City's established regulatory framework and standard engineering practices and design criteria, which would be verified through the City's construction plan review process, would ensure potential impacts associated with expansive soil at the Project site would be reduced to a less than significant level.

Mitigation Measures: No mitigation measures are required.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The Project would be served by the existing sewer system and would not involve the use of septic tanks or alternative wastewater disposal systems.

Mitigation Measures: No mitigation measures are required.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact with Mitigation Incorporated. Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or diagnostically important. Significant fossils can include remains of large to very small aquatic and terrestrial vertebrates or remains of plants and animals previously not represented in certain portions of the stratigraphy. Assemblages of fossils that might aid stratigraphic correlation, particularly those offering data for the interpretation of tectonic events, geomorphologic evolution, and paleoclimatology are also critically important.

The Geology and Paleontology Background Report identifies the geology of the Project site is mapped by Saucedo et al. (2016) and is entirely underlain by Quaternary young alluvium, unit 2 (Qya₂). The Quaternary young alluvium was deposited during the Holocene and is composed of poorly consolidated floodplain deposits of clay, silt, and sand. Holocene alluvial deposits are typically too young to preserve paleontological resources. However, at depth the Holocene sediments may grade into older buried Pleistocene deposits that have the potential to preserve fossil remains. Pleistocene sedimentary deposits have yielded an abundant and diverse vertebrate fauna throughout California, especially within the Los Angeles Basin. Pleistocene vertebrate fossil specimens of ground sloth, bison, camel, mammoth, pocket

²² US Department of Agriculture (USDA), Web Soil Survey National Cooperative Soil Survey, *Map Unit Description, Urban land-Biscailuz-Hueneme, drained complex, 0 to 2 percent slopes---Los Angeles County, California, Southeastern Part*, November 25, 2025.

gopher, and bird have been reported in older alluvial deposits in the Los Angeles Basin in the vicinity of the Project area

As part of the Geology and Paleontology Background Report, a records search of the Project area was obtained from the Natural History Museum of Los Angeles County (NHMLA). The NHMLA reports that there are no previously recorded vertebrate fossil localities in the Project area; however, museum collections record at least five vertebrate localities identified from similar geologic deposits in the vicinity of the Project site. Recovered specimens include mammoth, unspecified vertebrates, and invertebrate fossils from a depth of 15 to 20 feet below ground surface.

In accordance with Society of Vertebrate Paleontology (2010) guidelines, the paleontological sensitivity of the Project area was determined based on a literature review and online museum locality search at the University of California Museum of Paleontology (UCMP). The results of the study indicate that the geologic units underlying the Project area have a low paleontological sensitivity at the surface because Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material. The Holocene sediments may be underlain by older Quaternary (Pleistocene) alluvial deposits at an unknown depth. Pleistocene alluvium in the Los Angeles Basin typically has a high paleontological resource sensitivity due to the high potential of those deposits to yield significant vertebrate fossils.

In general, the potential for a given project to result in negative impacts to paleontological resources is directly proportional to the amount of ground disturbance associated with the project; thus, the higher the amount of ground disturbances within geological deposits with a known paleontological sensitivity, the greater the potential for negative impacts to paleontological resources. New ground disturbances are anticipated for the Project; however, the underlying sediment is likely to be Holocene in age to a significant depth, and ground disturbances are not anticipated to result in significant impacts to paleontological resources. In the event that Pleistocene sediments are encountered and a fossil discovery is made during the course of Project development, Mitigation Measure GEO-1 would require a qualified professional paleontologist to be contacted in order to examine the find and determine if further paleontological resource mitigation is warranted. With implementation of Mitigation Measure GEO-1, potential impacts to paleontological resources would be reduced to a less than significant level.

Mitigation Measures:

GEO-1: If fossils or fossil bearing deposits are encountered during ground-disturbing activities, work within a 25-foot radius of the find shall halt and a professional vertebrate paleontologist (as defined by the Society for Vertebrate Paleontology) shall be contacted immediately to evaluate the find. The paleontologist shall have the authority to stop or divert construction, as necessary. Documentation and treatment of the discovery shall occur in accordance with Society of Vertebrate Paleontology standards. The significance of the find shall be evaluated pursuant to the State CEQA Guidelines. If the discovery proves to be significant, before construction activities resume at the location of the find, additional work such as data recovery excavation may be warranted, as deemed necessary by the paleontologist.

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6.8 Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO₂), methane (CH₄), ozone, water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2021, accounting for 38.2 percent of total GHG emissions in the State.²³ This category was followed by the industrial sector (19.4 percent), the electricity generation sector (including both in-State and out-of-State sources) (16.4 percent), residential and commercial sector (10.2), agriculture sector (8.1 percent), high global warming potential gases (5.6 percent), and waste sectors (2.2 percent). Emissions of CO₂ and nitrous oxide (NO₂) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO₂, where CO₂ is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

REGULATORY FRAMEWORK

The following section summarizes pertinent federal, State, and local regulations related to GHGs.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet

²³ California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2021: Trends of Emissions and Other Indicators*, https://ww2.arb.ca.gov/sites/default/files/2023-12/2000_2021_ghg_inventory_trends.pdf, December 2023, accessed March 29, 2025.

the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to Assembly Bill (AB) 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (Cal/EPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the Cal/EPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which

proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as “Title 24” were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2025 Title 24 standards took effect on January 1, 2026.

Title 24, Part 11

The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2026.

Senate Bill 3

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap of CARB’s plans to achieve GHG reductions in California required by Assembly Bill (AB) 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce carbon dioxide-equivalent (CO₂e) emissions by 169 million metric tons (MMT), or approximately 30 percent, from the State’s projected 2020 emissions level of 596 MMT of CO₂e under a business-as-usual scenario. The Scoping Plan also breaks down the amount of GHG emissions reductions CARB recommends for each emissions sector of the State’s GHG inventory.

CARB updated the Scoping Plan in 2013 and again in 2017. The 2013 Update built upon the initial Scoping Plan with new strategies and recommendations and also set the groundwork to reach the long-term goals set forth by the State. Successful implementation of existing programs (as identified in previous iterations of the Scoping Plan) has allowed California to meet the 2020 target. The 2017 Update expanded the scope of the plan further by focusing on the strategy for achieving the State’s 2030 GHG target of 40 percent emissions reductions below 1990 levels (to achieve the target codified into law by SB 32) and substantially advanced toward the State’s 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The 2017 Update relied on the preexisting programs paired with an extended, more stringent Cap-and-Trade Program, to deliver climate, air quality, and other benefits. The 2017 Update identified new

technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction goals.

CARB adopted the 2022 Scoping Plan Update (2022 Scoping Plan) on December 15, 2022. The 2022 Scoping Plan Update assesses progress towards the SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030, while laying out a path to achieving carbon neutrality no later than 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines section 15183.5.

THRESHOLDS OF SIGNIFICANCE

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).^{24,25} A project's incremental contribution to a cumulative impact can be found not to be cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***
- b) ***Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

Less Than Significant Impact. The proposed Project would generate GHGs during the construction and operational phases of the Project. The Project's primary source of construction-related GHGs would result from emissions of CO₂ associated with Project construction and worker vehicle trips; refer to Table 6.8-1,

²⁴ California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf.

²⁵ State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>.

Construction GHG Emissions (Unmitigated Metric Tons/Year). Additionally, the Project would require grading, and would also include demolition, site preparation, building construction, and architectural coating phases.

Table 6.8-1
Construction GHG Emissions (Unmitigated Metric Tons/Year)

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
2026	0	82	82	<1	<1	83
2027	0	172	172	<1	<1	173
2028	0	1	1	<1	<1	1
Total	0	172	172	<1	<1	257
30-Year Amortization						9
Source: CalEEMod version 2022.1						

As shown in Table 4.6-1, Project construction-related activities would generate a maximum of approximately 173 MTCO₂e of GHG emissions in a single year, or approximately 257 MTCO₂e over the course of construction. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.²⁶ The amortized Project emissions would be approximately 9 MTCO₂e per year. Once construction is complete, the generation of construction-related GHG emissions would cease.

The operational phase of the Project would generate GHGs primarily from the Project's operational vehicle trips and building energy (i.e., electricity) usage; refer to Table 6.8-2, Operational GHG Emissions (Unmitigated Metric Tons/Year). Other sources of GHG emissions would be minimal.

Table 6.8-2
Operational GHG Emissions (Unmitigated Metric Tons/Year)

Category	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Mobile		76	76	<10	<10	77
Area	0	0	0	<1	<1	0
Energy		8	8	<1	<1	8
Water	0	1	1	<1	<1	1
Waste	1	0	1	<1	<1	3
Refrig.				<1	<1	0
Total	1	85	86	<1	<1	90
Source: CalEEMod version 2022.1						

²⁶ The Project lifetime is based on SCAQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

As shown in [Table 6.8-2](#), Project operational GHG emissions would total approximately 90 MTCO₂e annually, and combined with construction-related GHG emissions, would total approximately 96 MTCO₂e annually. Therefore, the proposed Project would not exceed the SCAQMD's proposed GHG threshold of 3,000 MTCO₂e per year.²⁷ In addition, with continued implementation of various statewide measures, the Project's operational energy and mobile source emissions would continue to decline in the future.

Consistency with Applicable GHG Plans, Policies, or Regulations

The Project is not located in a City with a Climate Action Plan. Therefore, the Project is evaluated for its consistency with the latest adopted CARB Scoping Plan from and the latest SCAG RTP/SCS, as provided below.

2022 Scoping Plan Consistency

CARB's latest Climate Change Scoping Plan (2022) outlines the State's strategies to reduce GHG emissions in accordance with the targets established under AB 32, SB 32, and AB 1279. The Scoping Plan is applicable to State agencies and is not directly applicable to cities/counties and individual projects. Nonetheless, the Scoping Plan has been the primary tool that is used to develop performance-based and efficiency-based CEQA criteria and GHG reduction targets for climate action planning efforts.

[Table 6.8-3, *Project Consistency with the 2022 Scoping Plan*](#), summarizes the Project's consistency with applicable policies and measures of the 2022 Scoping Plan. As indicated in [Table 6.8-3](#), the Project would not conflict with any of the provisions of the 2022 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

²⁷ On September 28, 2010, air quality experts serving on the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group recommended an interim screening level numeric bright-line threshold of 3,000 metric tons of CO₂e annually. The Working Group was formed to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments. The numeric bright line and efficiency-based thresholds were developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provide guidance to CEQA practitioners and lead agencies for determining whether GHG emissions from a proposed project are significant.

Table 6.8-3
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance</u> . Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict</u> . The Project would utilize electricity provided by Southern California Edison (SCE), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2024, approximately 35 percent of SCE's electricity came from renewable resources. ² By 2030, SCE plans to achieve 80 percent carbon-free energy. ³
All Electric Appliances for New Residential and Commercial Buildings (AB 197)	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	<u>No Conflict</u> . Although not required, the Project would not utilize natural gas; it is electric-only. Therefore, the Project would use only electric appliances.
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance</u> . The Project is required to meet the applicable requirements of the 2022 Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code requirements below).

Table 6.8-3 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> The Project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> The Project is required to install air filtration systems (MERV 8 or higher) as part of its compliance with the 2022 Title 24 Building Energy Efficiency Standards.
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> The Project must meet this requirement as part of its compliance with the CALGreen Code.
	Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> The Project would meet this requirement as part of its compliance the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent.</u> As demonstrated in Table 6.8-4 , the Project would comply with the Southern California Association of Governments (SCAG) Connect SoCal (SCAG's 2024-2050 RTP/SCS), and therefore, the Project would be consistent with SB 375.

Table 6.8-3 (continued)
Project Consistency with the 2022 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non- residential uses.	<u>Mandatory Compliance</u> . Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent</u> . Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above. Also, refer to <u>Section 6.10, Hydrology and Water Quality</u> .
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance</u> . The Project would be required to comply with AB 341 which requires multifamily residential dwelling of five units or more to arrange for recycling services. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.
Notes: 1. California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i>, Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 2. California Energy Commission, <i>2024 Power Content Label</i>, https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.energy.ca.gov%2Fsites%2Fdefault%2Ffiles%2F2026-01%2F2024_Power_Content_Labels_Sortable_Table_updated_01-05-2026_ADA.xlsx&wdOrigin=BROWSELINK, accessed February 12, 2026. 3. Southern California Edison, <i>The Clean Power and Electrification Pathway</i>, https://newsroom.edison.com/internal_redirect/cms.ipressroom.com.s3.amazonaws.com/166/files/20187/g17-pathway-to-2030-white-paper.pdf, accessed June 24, 2020. 4. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i>, Appendix Volume I, August 15, 2013.		

2020-2045 RTP/SCS Consistency

At the regional level, the 2024-2050 RTP/SCS is adopted for the purpose of reducing GHGs resulting from vehicular emissions by passenger vehicles and light duty trucks. In order to assess the Project's consistency with the 2024-2050 RTP/SCS, the Project's land use assumptions are reviewed for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as the 2024-2050 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table 6.8-4, Project Consistency with the 2024-2050 RTP/SCS, analyzes the Project's consistency with the overall actions and strategies set forth in the 2024-2050 RTP/SCS, as applicable. As indicated in Table 6.8-4, the Project would be consistent with the 2024-2050 RTP/SCS.

As indicated in Table 6.8-4, the Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations, including GHG reduction actions/strategies in the 2022 Scoping Plan and 2024-2050 RTP/SCS. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

Table 6.8-4
Project Consistency with the 2024-2050 RTP/SCS

Sector/Source	Category/Description	Consistency Analysis
Land Use Strategies		
Focus new growth around transit.	Local Jurisdictions	<u>Consistent.</u> The Project proposes higher density residential development within a high-quality transit area. The Project is located adjacent to Long Beach Boulevard, which is served by frequent transit routes, including bus stops at the nearby Firestone Boulevard/Long Beach Boulevard intersection.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG; Local Jurisdictions	<u>Consistent.</u> The Complete Communities strategy supports the creation of mixed-use districts through a concentration of activities with housing and employment located in close proximity to each other. The proposed Project would support this strategy by providing higher density residential uses within walking distance to employment opportunities (i.e., retail and restaurant uses). Neighborhood Mobility Areas provide sustainable transportation options to make short trips within urban neighborhoods. The Project would support this strategy by incorporating walking paths/sidewalks, and would be located within walking distance (i.e., 0.25-mile) to retail and restaurants.

Table 6.8-4 (continued)
Project Consistency with the 2024-2050 RTP/SCS

Sector/Source	Category/Description	Consistency Analysis
Transportation Strategies		
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions; Local Jurisdictions	<u>Not Applicable</u> . This strategy applies to public agencies that govern transportation facilities and transportation programs.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG; Local Jurisdictions	<u>Not Applicable</u> . This action/strategy is directed at regional and local agencies, and not at individual development projects. However, per the 2022 Title 24 Building Standards Code and CALGreen Code, the Project would be required to designate a minimum of ten percent of the total multifamily dwelling parking spaces as EV capable spaces to support future Level 2 electric vehicle supply equipment.
Source: Southern California Association of Governments, <i>2024-2050 Regional Transportation Plan/Sustainable Communities Strategy</i> , April 2024.		

Mitigation Measures: No mitigation measures are required.

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6.9 Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

This section is based in part on the *Phase I Environmental Site Assessment* (Phase I ESA) prepared in 2019, *Phase II Environmental Site Assessment* (Phase II ESA) dated June 21, 2019, and *Additional Phase II Environmental Site Assessment* (Additional Phase II ESA) dated January 28, 2020, prepared by Rincon Consultants, Inc., and included as Appendix E, Hazardous Materials Studies.

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. The Project involves construction activities associated with removal of the existing structure associated with the auto repair shop and asphalt, grading, and construction and operation of a residential development. Refer to Response 4.9(b) regarding existing on-site conditions. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction activities associated with the proposed Project may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

The Project does not involve the use or storage of hazardous substances other than limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular household maintenance of buildings and landscaping by homeowners and the Home Owner Association (HOA). The quantities of these materials would not typically be at an amount that would pose a significant hazard to the public or the environment. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with implementation of the proposed Project would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact with Mitigation Incorporated.

Phase I ESA (2019)

A Phase I ESA (included as Appendix E), was prepared to identify adverse environmental conditions, including historical recognized environmental conditions (HRECs) and controlled recognized environmental conditions (CRECs) that may exist on the Project site's two northern parcels (APNs 6204-025-900 and -901). For purposes of this discussion, the two parcels that are the subject of the Phase I ESA are herein referred to as "northern parcels." It is noted that the Project site also includes APN 6204-025-

902, which is considered an adjacent property for purposes of the Phase I ESA and herein referred to as the “southern parcel”. The term recognized environmental conditions (RECs) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions that pose a material threat of a future release to the environment.

Existing Site Conditions/Site Reconnaissance

As part of the Phase I ESA, a site reconnaissance was conducted of the northern parcels, which focused on observation of current conditions and observable indications of past uses and conditions that may indicate the presence of a REC. The Project site is located in an area primarily comprised of commercial and residential land uses. Properties in the vicinity include hotels, restaurants, single-family residences, retail stores, and grocery stores. The northern parcels were observed to be developed with a paved parking lot and vacant/undeveloped land; no structures are located within the northern parcels. No above- or below-ground storage tanks, drums, hazardous substances or petroleum products, containers, pools of liquid, or transformers were identified within the northern parcels. Additionally, no gas transmission pipelines or hazardous liquid pipelines are located on the two northern parcels or adjacent properties.

Records Review

As part of the Phase I ESA, historical sources of information were reviewed to develop the history of the northern parcels and surrounding area in order to evaluate if past uses may have resulted in RECs.

Review of records and documents indicate the northern parcels were vacant from 1896 through 1925. A small commercial restaurant/bar was located on the southeastern corner from 1928 through 2006; the onsite structure was demolished in 2006/2007. A paved parking lot (on the northernmost parcel) has been present from 1952.

A regulatory agency database search report was obtained from EDR, a third-party environmental database search firm (refer to [Appendix E](#) for complete copy of the report). The northern parcels were not listed on any regulatory databases reviewed. Information from the database was also reviewed to evaluate the potential for conditions on adjacent or nearby sites to pose a REC, CREC, or HREC for the northern parcels. Two properties were identified as having potential environmental concerns to the northern parcels. These include the southern parcel (Argos Auto Repair) located at 9019 Long Beach Boulevard and a nearby release site (ARCO) located at 8907 Long Beach Boulevard.

Additional environmental records were reviewed for the two properties and are summarized below:

- Argos Auto Repair (9019 Long Beach Boulevard). This property comprises the southern parcel of the Project site. The property is identified as a small quantity generator of hazardous waste. No violations were noted in the EDR report. A review of historical documents indicates automotive greasing and “gas & oil” facility in 1950 and automotive repair from 1970 through 2000. During the 2017 site visit, the property was observed to be in use as an automotive repair shop. No known documented releases associated with this site were identified. However, based on the proximity to the northern parcels, the reported groundwater flow direction (to the north-northwest, towards the northern parcels), and duration of the automotive facility (over 50 years), the Phase

I ESA determined that if an undocumented release has occurred, there is the potential for contamination (if any) to be migrating beneath the northern parcels.

- ARCO (8907 Long Beach Boulevard). This property is located approximately 215 feet northeast of the northern parcels. The site was listed in several regulatory databases. A Request for Closure Letter prepared by Stantec, dated August 20, 2008, indicates remediation activities have occurred since 1992 and on December 14, 2009, the Los Angeles Regional Water Quality Control Board confirmed completion of the site investigation and correction action for the Underground Storage Tanks (USTs) formerly located at the site. Based on the documented groundwater flow direction (away from the northern parcels) and the distance from the northern parcels (over 200 feet), the Phase I ESA concludes the ARCO site is not expected to be affecting the soil or groundwater beneath the northern parcels.

The Phase I ESA identified the Argos Auto Repair property (the southern parcel) as having the potential for petroleum hydrocarbon-impacted soil or groundwater plumes within 30 feet of the northern parcels. Additionally, review of historical documents indicates the properties located at 8934 Long Beach Boulevard and 9000 Long Beach Boulevard were developed with gasoline service stations from 1928 through 1947 and from 1950 through 1970, respectively. Although there are no known documented relates associates with the sites, if an undocumented release has occurred, the Phase I ESA concludes there is the potential for contamination (if any) to be migrating beneath the northern parcels. Therefore, the adjacent automotive repair facility (the southern parcel) and the historical gasoline stations are considered a Potential REC. The Phase I recommends a soil vapor survey be conducted.

Phase II ESA (2019)

A Phase II ESA (included as Appendix E) was prepared for the Project site (9001, 9015, and 9019 Long Beach Boulevard) to determine if the potential REC identified in the findings of the Phase I ESA, conducted at 9001 and 9015 Long Beach Boulevard, has impacted the Project site.

Five borings to a depth of five feet bgs were performed at 9001 and 9015 Long Beach Boulevard. Temporary soil vapor probes were installed in all five borings to a depth of five feet bgs. Soil vapor samples were collected and analyzed for volatile organic compounds (VOCs) by EPA method 8260. No VOCs were detected in any of the soil vapor samples collected; no additional assessment was recommended for the parcels at 9001 and 9015 Long Beach Boulevard.

Five borings to a depth of five feet below ground surface (bgs) were performed at 9019 Long Beach Boulevard. Soil samples were collected at 0.5 and 5.0 feet bgs and analyzed for total petroleum hydrocarbons (TPH) by EPA Method 8015, and CAM 17 Metals by EPA Method 6010B/7471A/7470A. Following the soil matrix sampling, temporary soil vapor probes were installed to a depth of five feet bgs. Soil vapor samples were analyzed for VOCs. No VOCs were detected in any of the soil vapor samples collected. However, based on the metals results of the soil-matrix sampling effort, eight additional soil borings were conducted at the site. The borings were advanced to five feet bgs, and samples were collected at 1, 3 and 5 feet bgs. The samples from 1 and 3 feet bgs from select borings were analyzed for metals and TPH; the 5-foot samples were held pending the shallow analyses.

With the exception of arsenic, lead, and thallium none of the metals detected in the soil matrix samples analyzed exceeded their respective screening levels. Arsenic was detected at concentrations exceeding screening levels; however, the detected concentrations were within naturally occurring background concentrations in California soils.

Lead was detected in all the samples analyzed from the parcel at 9019 Long Beach Boulevard, at concentrations ranging from 1.34 milligrams per kilogram (mg/kg) to 1,600 mg/kg. Concentrations of lead detected in three samples were above the level for performing soluble threshold limit concentration (STLC) tests. Two of the three STLC tests were above 5 milligrams per liter (mg/L), classifying the soil in those locations as California, non-RCRA hazardous waste. One sample had a detected lead concentration of 1,600 mg/kg, which classifies it as a California non-RCRA hazardous waste. The sample had a toxicity characteristic leaching procedure (TCLP) for lead of 0.801 mg/L; therefore, the sample is not considered RCRA hazardous waste.

Thallium was detected above the residential ESL in 8 of the 18 soil matrix samples analyzed.

TPH as gasoline (TPHg) was not detected in any of the soil matrix samples analyzed from the parcel at 9019 Long Beach Boulevard. TPH as diesel (TPHd) was detected in two samples at 3.03 mg/kg and 6 mg/kg, below screening levels. TPH as oil (TPHo) was detected in 8 samples analyzed, from 5.53 mg/kg to 10,000 mg/kg. One concentration of TPHo was detected at a concentration equaling the Los Angeles Regional Water Quality Control Board (LARWQCB) soil screening level (SSL) for soil between 20 and 150 feet above groundwater.

Since the elevated lead levels have not been delineated laterally, the Phase II ESA recommends additional step out borings be conducted at the 9019 Long Beach Boulevard parcel to delineate the horizontal extent of elevated lead in shallow soils. The Phase II ESA also recommends future metals testing be performed to report thallium levels using EPA Method 6020. Although TPHo concentrations equaled the LARWQCB SSL at one location, the area of elevated TPHo appears to have been delineated. Therefore, the Phase II ESA recommends excavating the soil in the vicinity of the boring and disposing of it offsite if the 9019 Long Beach Boulevard site is redeveloped.

Additional Phase II ESA (2020)

An Additional Phase II ESA was conducted to delineate the elevated lead at the site. A total of 10 borings were advanced to a depth of 5 feet bgs and soil samples were collected at 1, 3, and 5 feet bgs. A total of 20 soil samples were collected and analyzed for total lead by EPA Method 6010B and TPH-Oil by EPA Method 8015M. Samples were also screened for VOCs in the field; no VOC detections were observed.

Lead was detected in all the samples analyzed, with reported concentrations ranging from 5.8 mg/kg to 102 mg/kg. Of the 20 samples analyzed, one reported at concentrations that exceeded either the commercial or residential ESL for lead. Since two of the detected concentrations of total lead exceeded 10-times the associated Soluble Threshold Limit Concentration (STLC), which is used for determining hazardous waste characterization in California, an STLC extraction was completed and analyzed to evaluate the soluble component of lead in the samples.

Concentrations of total lead detected in two samples were above the level for performing STLC tests. One of the two STLC tests was above 5 mg/L, classifying the soil in that location as California, non-RCRA hazardous waste. The previous assessment soil samples had a TCLP for lead of 0.801 mg/L at a nearby sampling location; therefore, the Additional Phase II ESA determined soil in this vicinity would not be considered a RCRA hazardous waste if excavated.

TPH as oil was detected in 16 of the 20 samples analyzed with reported concentrations ranging from 32 mg/kg to 2,100 mg/kg. All concentrations of TPHo were below the LARWQCB SSL of 10,000 mg/kg for soil

between 20 and 150 feet above groundwater. The area of TPHo exceeding soil screening criteria appears to have been delineated and is limited to one location on the site at a depth of 0.5 feet bgs.

Based on the findings of the Additional Phase II ESA, it was determined that lead concentrations are elevated at levels above the ESL for residential properties in shallow soils in 4 of the 22 soil sampling locations at the Project site. Lead concentrations are elevated at levels that would be considered California Non-RCRA hazardous waste in four of the 22 sample locations for the purposes of disposal. Based on the site assessments completed, the lead contamination is vertically and laterally delineated and appears to be concentrated in the top one foot of the site in the southern portion of the property. The estimated volume of lead-impacted soil in the area is approximately 250 cubic yards, encompassing approximately 150 cubic yards of soil exceeding the environmental screening limit for residential properties, and approximately 100 cubic yards which would be considered California Non-RCRA hazardous waste if excavated.

Detections of thallium in eight of the 18 soil samples analyzed were present at levels exceeding the Residential ESL. According to the Additional Phase II ESA, this is often an artifact of the EPA Method 6010 analytical methodology. Therefore, the Additional Phase II ESA recommends thallium be tested by EPA Method 6020 during remediation activities to verify the concentration of thallium at the site.

The Additional Phase II ESA also recommends that prior to redevelopment, the City consider coordination with a regulatory agency for voluntary oversight of the remediation of lead and TPH impacts at the Project site. A Soil Management Plan is also recommended to guide soil handling associated with redevelopment activities.

Department of Toxic Substances Control

The Department of Toxic Substances Control (DTSC) EnviroStor database identifies the southern parcel (9019 Long Beach Boulevard) as an Active Cleanup site under Voluntary Agreement. An Equitable Community Revitalization Grant (ECRG) was awarded to assist with funding environmental cleanup activities at the Project site to allow for potential residential development. A Final Preliminary Endangerment Assessment (PEA) Work Plan was prepared by Tetra Tech on behalf of the Project applicant, in accordance with the Standard Voluntary Agreement executed between the applicant and the DTSC on March 30, 2022. The Final PEA Work Plan proposed additional soil and soil vapor sampling to fill data gaps identified by the previous Phase II ESAs. DTSC approved the Final PEA Work Plan on June 3, 2025. Additional coordination between the Project applicant, SCS Engineers, and DTSC resulted in a revised sampling scope of work (referred to as the Revised Workplan) that was approved by DTSC on October 6, 2025.

In October 2025 additional soil and soil vapor samples were collected at the site with oversight provided by DTSC in accordance with the Revised Workplan. A total of 101 soil samples from 41 soil borings were collected and submitted for analysis for chemicals of potential concern (COPCs). The COPCs included VOCs, lead, and thallium.

A total of 15 soil samples were submitted for analysis of VOCs. Analysis of the samples was put on hold pending the VOC results of the corresponding soil vapor samples. Following the detection of VOCs in soil vapor samples, discussed further below, the soil samples were analyzed. All concentrations reported were well below their respective residential screening levels/regional screening levels. A total of 77 soil samples (including duplicates) were collected and submitted for lead analysis. Seven primary sample locations had

lead concentrations exceeding the DTSC residential screening limit of 80 mg/kg; one field duplicate also exceeded the screening limit at 247 mg/kg, while the corresponding primary sample result was 17.1 mg/kg. A total of nine soil samples (including one duplicate) were collected and submitted for the analysis of thallium. Thallium was detected in five samples reported with a value less than the reporting limit but greater than or equal to the method detection limit MDL and reported as an approximate value. All concentrations reported were below the residential DTSC screening limit of 0.78 mg/kg.

Temporary dual-depth soil vapor probes were installed on October 27, 2025. Soil vapor sampling was conducted on October 29, 2025, January 15, 2026, and March 5, 2026. During the October 2025 sampling event, a total of 15 soil vapor samples (including one replicate) were collected. A second sampling event was conducted in January 2026 to account for seasonal variability in soil vapor concentrations. During the second event, a total of 12 soil vapor samples were collected; however, one soil vapor probe could not be located and there was no flow from another probe. Following review of the results and discussion with DTSC, SCS conducted a third sampling event on March 5, 2026, to resample three of the soil vapor probes. During the three sampling events (October 2025, January 2026, and March 2026), a total of 30 soil vapor samples (including three quality control replicate samples) were collected at seven probe locations. A total of 15 VOCs were detected in soil vapor at the Project site. Four VOCs (benzene, tetrachloroethylene [PCE], trichloroethylene [TCE], and chloroform) were detected at concentrations above their respective DTSC recommended residential screening levels. Chloroform was detected above the residential screening level of 4 µg/m³ in one sample (SV17-15, January 2026 event) at 8.8 µg/m³. Based on detection frequency and concentration, benzene, PCE, and TCE are the primary COPCs for the soil vapor pathway.

Benzene was detected in five samples at concentrations ranging from 4.9 µg/m³ to 19 µg/m³. The five samples were above the DTSC recommended residential screening level using a 0.03 attenuation factor (3.2 µg/m³). PCE was detected in 23 samples at concentrations ranging from 8.2 µg/m³ to 57 µg/m³. Nineteen samples exceeded the residential screening level of 15 µg/m³ (attenuation factor = 0.03). TCE was detected in two samples with concentrations of 6.6 µg/m³ and 23 µg/m³. The 23 µg/m³ detection (SV12-15) exceeded the residential screening level of 16 µg/m³ (attenuation factor = 0.03). The 6.6 µg/m³ detection (SV12-5) was below the screening level.

Based on the additional soil investigation performed at the Project site, VOCs were detected in soil below the applicable screening levels/regional screening levels. Re-sampling of locations where thallium had previously exceeded the residential environmental screening level indicated the prior results were in error; the highest thallium detection during the current investigation was well below the residential screening level.

Of the metals analyzed, only lead exceeded the applicable screening level and is considered a COPC. Lead was detected above the DTSC residential screening level of 80 mg/kg at seven primary sample locations and one field duplicate location. Lead exceedances were limited to the shallow 1-foot samples; none of the 3-foot samples exceeded the DTSC residential screening limit. These results indicate shallow, localized lead impacts in the near-surface soils.

Overall, soil vapor concentrations were generally low. Benzene, PCE, TCE, and chloroform exceeded DTSC residential screening levels calculated using an attenuation factor of 0.03. Based on concentration and frequency, benzene, PCE, and TCE are the primary COPCs for the soil vapor pathway at the Project site.

Prior to the issuance of permits for demolition and grading, the Project applicant would be required to perform remediation activities as specified in the Voluntary Agreement in accordance with applicable

local, State, and federal statutes, regulations, ordinances, rules, and guidance documents, in particular, Health and Safety Code section 25300 et seq., as amended. Remediation activities would occur under DTSC oversight.

As part of the Voluntary Agreement Scope of Work, a Removal Action Workplan (RAW) and Soils Management Plan (SMP) would be prepared for approval by DTSC identifying the onsite contamination, goals to be achieved by the removal action, recommended alternative, Sampling and Analysis Plan, and Health and Safety Plan to be followed during the remedial excavation and transportation activities (Mitigation Measure HAZ-1). Removal, transportation, and disposal of impacted soil would be performed in accordance with applicable federal, State, and local laws, regulations, and ordinances.

Excavation of contaminated material would involve the removal of non-hazardous waste soil, non-RCRA and potentially RCRA waste soil requiring disposal at both a class III and class I landfill, respectively. Onsite excavation activities would be monitored and samples would be collected to determine the limits of excavation and ensure successful removal of contaminated soils under DTSC oversight. Contaminated soil would be disposed of at a disposal facility. The findings of the remedial excavation would be presented in a remedial action completion report that includes soil sample data tables and figures confirming completion of remediation activities for approval by DTSC (Mitigation Measure HAZ-2).

On-Site Structures

Given the age of the existing building on the Project site (constructed in 1941), the presence of lead-based paint (LBP) and asbestos-containing materials (ACMs) is considered likely. As a result, construction workers and the public could be exposed. Further, the potential exists that construction activities may release potential contaminants that may be present in building materials (e.g., mold, lead, etc.). Federal and State regulations govern the renovation and demolition of structures where ACMs and LBPs are present. All demolition that could result in the release of ACM or LBPs must be conducted according to Federal and State standards, including but not limited to, California Health and Safety Code Sections 17920.10 and 105256. The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition (Mitigation Measure HAZ-3). If ACM material is found, abatement of asbestos would be required prior to any demolition activities. If paint is separated from building materials (chemically or physically) during demolition of structures, the paint waste would be required to be evaluated independently from the building material by a qualified Environmental Professional. If LBP is found, abatement would be required to be completed by a qualified Lead Specialist prior to any demolition activities. The Project would be required to comply with Mitigation Measures HAZ-3 and HAZ-4, as well as SCAQMD Rule 1403, regarding the potential for LBP and ACMs.

CONCLUSION

Based on the results of the site investigations described above, the Project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazard materials into the environment. On-site remediation activities would be required to ensure removal of contaminated soil in order to allow for development of the site with proposed residential uses. As stated, site remediation activities would occur under the oversight of DTSC. Mitigation Measure HAZ-1 would require submittal of a Removal Action Work Plan and Soils Management Plan, approved by DTSC, prior to excavation or grading specific to remediation activities. Mitigation Measure HAZ-2 would require submittal of a Remedial Action Completion Report, approved by

DTSC, confirming completion of remediation activities that would allow for development of the site with residential uses. Mitigation Measures HAZ-3 and HAZ-4 would ensure the proper handling of potential asbestos and lead-based paint associated with the on-site structure. With implementation of Mitigation Measures HAZ-1 through HAZ-4, the Project's potential impact concerning the creation of a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

Mitigation Measures:

HAZ-1 Prior to issuance of permits for demolition and grading, the Project Applicant shall submit a Removal Action Workplan (RAW) and Soils Management Plan (SMP), or similar documentation, approved by the Department of Toxic Substances Control to the City of South Gate Community Development Department. Issuance of permits for demolition and grading by the City shall be limited to soil excavation and remediation activities in accordance with the Removal Action Workplan (RAW) and Soils Management Plan (SMP) or similar documentation, as approved by the Department of Toxic Substances Control.

HAZ-2 Upon completion of remediation activities and prior to issuance of permits for additional grading beyond what may be required for soil excavation or remediation activities in accordance with Department of Toxic Substances Control requirements, the Project Applicant shall submit a Remedial Action Completion Report, or similar documentation, approved by the Department of Toxic Substances Control, demonstrating completion of on-site remediation activities that would allow for development of the site with residential uses to the City of South Gate Community Development Department.

HAZ-3 Prior to demolition activities, an asbestos survey shall be conducted by an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to determine the presence or absence of asbestos containing-materials (ACMs). The sampling method to be used shall be based on the statistical probability that construction materials similar in color and texture contain similar amounts of asbestos. In areas where the material appears to be homogeneous in color and texture over a wide area, bulk samples shall be collected at discrete locations from within these areas. In unique or nonhomogeneous areas, discrete samples of potential ACMs shall be collected. The survey shall identify the likelihood that asbestos is present in concentrations greater than 1 percent in construction materials. If ACMs are located, abatement of asbestos shall be completed prior to any activities that would disturb ACMs or create an airborne asbestos hazard.

Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Common asbestos abatement techniques involve removal, encapsulation, or enclosure. The removal of asbestos is preferred when the material is in poor physical condition and there is sufficient space for the removal technique. The encapsulation of asbestos is preferred when the material has sufficient resistance to ripping, has a hard or sealed surface, or is difficult to reach. The enclosure of asbestos is to be applied when the material is in perfect physical condition, or if the material cannot be removed from the site for reasons of protection against fire, heat, or noise.

HAZ-4 If paint is separated from building materials (chemically or physically) during demolition of the structure, the paint waste shall be evaluated independently from the building material by a

qualified Environmental Professional. A portable, field X-ray fluorescence (XRF) analyzer shall be used to identify the locations of potential lead paint, and test accessible painted surfaces. The qualified Environmental Professional shall identify the likelihood that lead is present in concentrations greater than 1.0 milligrams per square centimeter (mg/cm²) in/on readily accessible painted surfaces of the buildings.

If lead-based paint is found, abatement shall be completed by a qualified Lead Specialist prior to any activities that would create lead dust or fume hazard. Potential methods to reduce lead dust and waste during removal include wet scraping, wet planning, use of electric heat guns, chemical stripping, and use of local High Efficiency Particulate Air (HEPA) exhaust systems. Lead-based paint removal and disposal 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 worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Engineer.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact. The Project is located approximately 0.7-mile east of Willow Elementary School. The Project proposes a residential development, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste.

Mitigation Measures: No mitigation measures are required.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Less Than Significant Impact With Mitigation Incorporated. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the DTSC. A portion of the Project site (9019 Long Beach Boulevard) is identified on DTSC's EnviroStor database as a voluntary cleanup site. As discussed in Response 4.9(b), the Project site has undergone several site investigations and DTSC is currently providing regulatory oversight. Mitigation Measure HAZ-1 would require submittal of a Removal Action Work Plan and Soils Management Plan, approved by DTSC, prior to excavation or grading specific to remediation activities. Mitigation Measure HAZ-2 would require submittal of a Remedial Action Completion Report, approved by DTSC, confirming completion of remediation activities that would allow for development of the site with residential uses. Mitigation Measures HAZ-3 and HAZ-4 would ensure the proper handling of potential asbestos and lead-based paint associated with the on-site structure. With implementation of Mitigation Measures HAZ-1 through HAZ-4, the Project's potential impact concerning the creation of a significant hazard to the public or the environment would be less than significant.

Mitigation Measures: Refer to Mitigation Measures HAZ-1 through HAZ-4.

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

No Impact. The Project site is not located within an airport land use plan, nor is the Project site located within two miles of a public airport or public use airport. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

Mitigation Measures: No mitigation measures are required.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. The City of South Gate Emergency Operations Plan (EOP) addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The City's EOP establishes the emergency organization, assigns tasks, and specifies policies and general procedures. The EOP is designed to include South Gate in the overall California Standardized Emergency Management System (SEMS), which provides a framework for coordinating multi-agency responses in the case of emergencies. In the event of an emergency, first responders would coordinate any emergency response or emergency evacuation activities within the City.

Long Beach Boulevard provides direct access to the Project site and according to the South Gate General Plan Safety Element is an Evacuation Route, providing primary evacuation and emergency access within the area. The South Gate General Plan Mobility Element identifies Long Beach Boulevard as a Boulevard (Primary Arterial). According to the Mobility Element, Boulevards are multi-modal streets that serve as key transit corridors, emergency response routes, and may also serve as truck routes. The construction and operation of the proposed Project would not place any permanent physical barriers on Long Beach Boulevard. There is the potential that traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the City. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along Long Beach Boulevard at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Long Beach Boulevard, Willow Place, or any other nearby roadways.

The Project site is currently accessed from three driveways on Long Beach Boulevard and one driveway on Willow Place. Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. A private interior driveway system, consistent with Los Angeles County Fire Department (LACoFD) access requirements, would provide access to the individual townhome units. Prior to the issuance of a building permit, the applicant is required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. LACoFD would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, and access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the

Fire Department would ensure that Project construction and operation would not impair implementation of or physically interfere with an emergency evacuation plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is located within an urbanized area. The Project site and surrounding area are not within or located adjacent to any wildlands or areas identified as being at risk of wildland fires. Therefore, the proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation Measures: No mitigation measures are required.

6.10 Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			X	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
4) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Less Than Significant Impact.

Short-Term Construction

Short-term construction activities associated with the proposed Project could impact water quality. Sources of potential construction-related storm water pollution include handling, storage, and disposal of construction materials containing pollutants; maintenance and operation of construction equipment; and site preparation activities, such as excavation, grading, and trenching. These sources, if not controlled, can generate soil erosion and on- and off-site transport via storm run-off or mechanical equipment. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other vehicle-related fluids on the Project site are also common sources of storm water pollution and soil contamination. Implementation of the proposed Project has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials including wash water, paints, wood, paper, concrete, food containers, and sanitary wastes, fuel, and lubricants. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of storm water by these materials. These types of standard procedures can be extended to non-hazardous storm water pollutants such as sawdust, concrete washout, and other wastes.

Construction activities would include demolition, site preparation, grading, building construction, and paving, architectural coating, and landscaping. Before construction activities commence on the site, remedial excavation of impacted soil at the Project site would occur. The remedial excavation would involve removal, transport, and disposal of contaminated soil. No off-site excavation would be performed; refer to Section 6.9, Hazards and Hazardous Materials, for additional information regarding site characterization and remediation.

Grading activities would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed, and secondly, the Project site should be secured to control off-site transport of pollutants. In order to reduce the amount of on-site exposed soil, grading would be limited to the extent feasible, and any graded areas would be protected against erosion once they are brought to final grade. Furthermore, development associated with implementation of the proposed Project would be required to comply with the City of South Gate Municipal Code and all State and federal laws regulating or pertaining to stormwater management and runoff.

Construction activity subject to the NPDES program's Construction General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. The Project would disturb approximately 0.66 acres and therefore would not be subject to the General Permit. However, the Project would be subject to South Gate Municipal Code Chapter 6.67, *Storm Drains*. Chapter 6.67 is intended to protect the public health, welfare and safety and to reduce the quantity of pollutants being discharged to the waters of the United States through: "the elimination of non-stormwater discharges to the municipal separate stormwater system; the elimination of spillage, dumping and disposal of pollutants into the municipal separate storm sewer system; the reduction of pollutants in

stormwater discharges to the maximum extent practicable; the protection and enhancement of the quality of the waters of the United States in a manner consistent with the provisions of the Clean Water Act; and the reduction and contribution of pollutants from the MS4 through interagency coordination.” Municipal Code Section 6.67.030, *Pollutant source reduction*, states that “all persons engaged in construction activity within the City shall operate in compliance with all State and federal laws regulating or pertaining to stormwater management and runoff; proof of compliance may be required by the director of community development or building official prior to the issuance of any grading, building or occupancy permit or any other type of permit or license issued by the City.” Further, Section 6.67.030 requires qualifying project applicants to reduce stormwater runoff containing sediment, construction waste, or other pollutants from construction through implementation of Best Management Practices (BMPs). BMPs established in this section include:

- Retaining sediment, construction waste, and other pollutants from construction activities on the construction site to the maximum extent practicable;
- Utilizing Structural controls such as sediment barriers, plastic sheeting, detention ponds, dikes, and filter berms to the maximum extent practicable in order to minimize the escape from the site of sediment and other pollutants;
- Minimizing the amount of sediments running onto the street, drainage facilities, or adjacent properties by strategically locating all excavated soil on site;
- Not washing of construction or other vehicles adjacent to a construction site;
- Situating trash receptacles at convenient locations on construction sites, and maintaining receptacles in such a manner that trash and litter do not accumulate; and
- Controlling erosion from slopes and channels.

Compliance with South Gate Municipal Code requirements would ensure the Project’s construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality, resulting in a less than significant impact.

Long-Term Operations

The Project site contains both pervious and impervious surfaces. The two northern vacant parcels are a mix of impervious and pervious surfaces, while the southern parcel is completely paved and developed with an auto repair shop. The Project proposes a multi-family residential development with primarily impervious surfaces with the exception of proposed landscaping. As the site would remain largely impervious, stormwater runoff is not anticipated to change substantially in the proposed condition. Anticipated pollutants from the residential component of the Project are nutrients, pesticides, sediments, trash, and debris. Potential pollutants from parking lot areas include heavy metals, trash and debris and oil and grease. As stated, South Gate Municipal Code Chapter 6.67, *Storm Drains*, establishes the requirements to protect water quality. In accordance with the requirements of Chapter 6.67 of the Municipal Code, the Project applicant would be required to submit an LID plan to the Department of Community Development prior to the submittal of an application for the first planning or building approval for a new development project. The LID plan would include measures designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by controlling runoff from impervious surfaces through infiltration, evapotranspiration, bio-retention and/or rainfall harvest and use. The Project applicant would be required to implement the set LID standards and BMPs for stormwater pollution mitigation and provide documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the City.

The Project proposes to place an on-site stormwater capture system (dry well system) under the driveway behind the units. The system would meet LID requirements and would discharge to Long Beach Boulevard. All runoff from the site would be tributary to the proposed onsite dry well system.

Compliance with NPDES and South Gate Municipal Code requirements, which include implementation of a LID Plan and associated BMPs, would ensure that Project operations would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

Less Than Significant Impact. The following discussion based on the *2020 Urban Water Management Plan City of South Gate* (2020 UWMP), prepared by SA Associates, dated June 2021.

The South Gate Water System serves the entirety of the City, including the Project site, with the exception of the Hollydale area, which is served by Golden State Water Company. The City receives its water from two main sources, groundwater from the Central Groundwater Basin (Basin) and recycled water from Central Basin Municipal Water District (CBMWD). The City's Allowed Pumping Allocations (APA) from the Central Basin is 11,183 acre-feet (AF). The City often leases a portion of these allocations to other water uses in the Basin, currently for FY 2021/22 the City leased 1,900 AF to the cities of Cerritos and Compton. The City can also acquire imported water from Metropolitan Water District of Southern California (MWD) through CBMWD, but has not done so in several years. Further, the City has five interconnections with adjacent water systems; these interconnections are with the City of Downey, the City of Lynwood, the Walnut Park Mutual Water Company, the City of Huntington Park, and the Southern California Water Company (SCWC). Each is a two-way connection, allowing water transfers to or from the City, depending upon the given emergency situation and the relative pressures on each side of the interconnections.²⁸

Approximately 90 percent of the City's water demand is single and multi-family residential, while the remaining 10 percent of total demand is comprised of commercial, institutional, and industrial. The City is built out and expects minor changes in population into the future. Table 2.2 of the 2020 UWMP indicates a 2020 service population of 79,817, and an estimated 2040 service population of 80,495. The total water demand for the City service area was over 8,500 AF of potable water in 2020. The minimum required City 2015 interim water use target was 101 gallons per capita day (GPCD), and the 2020 final water use target was 100 GPCD. At the time of the UWMP adoption, the City's baseline water use was 102 GPCD, which was obtained from the 10-year period January 1, 2001, to December 31, 2010. In 2020, the City had a per capita water use of 88.8 GPCD, which is below the 2015 interim target and also below its 2020 final water use target.²⁹

The South Gate Water System provides potable drinking water to its customers via 10 groundwater wells (only 8 wells are active: Well Nos. 14, 18, 19, 24, 26, 27, 28, and 29), and recycled water supply through

²⁸ SA Associates, *2020 Urban Water Management Plan (UWMP) for the City of South Gate*, June 2021.

²⁹ Ibid.

the CBMWD's recycled water system comprised by two systems: E. Thornton Ibbetson Century System and Esteban E. Torres Rio Hondo Water Recycling System. All of the City's groundwater wells are located along the Central Groundwater Basin. The active wells have a combined rated/tested capacity of about 13,500 gallons per minute (gpm), or 19.4 million gallons per day (mgd). All groundwater wells, except Well No. 29, discharge into onsite reservoirs prior to feeding the water distribution system through booster pump stations. Well No. 29 discharges directly into the distribution system through variable speed pumps based on the demand. Between 2014 to 2020, groundwater extraction ranged from approximately 7,400 AF to over 8,300 AF (average of 8,025 AF).³⁰

In addition to wells, the City currently utilizes several storage tank/booster pump station sites for water supply and storage. There are six sites containing storage reservoirs, two of which are inactive. The inactive tank sites (Santa Fe and Salt Lake) are both elevated tanks that are no longer in service. The four active tanks/ booster pumps include: Hawkins, South Gate Park, West Side, and Elizabeth. Hawkins booster pump station consists of four vertical turbine pumps (including one standby unit), with a total flow capacities of 9,500 gpm. The South Gate Park and West Side booster pump stations both have a total capacity of 12,000 gpm, and the Elizabeth booster pump has a total capacity of 4,500 gpm. The combined capacity of all storage tanks (14.3 mgd) is greater than the total required storage (12.7 mgd). Because the City currently meets storage requirements with existing tanks, construction of new storage tanks has been determined to be unnecessary.³¹

To protect groundwater resources, the City is a member of the Gateway Regional Alliance formed by the Gateway Integrated Regional Water Management (Gateway IRWM) group. This regional alliance consists of 12 retail agencies as described in CBMWD's 2020 UWMP. The regional water use target is the weighted average of the individual retail agencies' targets (by population). The Gateway Regional Alliance ten-year baseline is 128 GPCD; the weighted 2015 target is 120 GPCD and the 2020 target is 111 GPCD. As discussed, the City's 2020 GPCD was 88.8, indicating that the City is within Gateway Regional Alliance target goal range.³²

In addition, the City of South Gate has adopted Ordinance No. 2263 to respond to water shortages. This Ordinance amends South Gate Municipal Code Chapter 6.64, *Water Conservation Ordinance*, regarding the implementation of water conservation measures. This ordinance authorizes the City Council to protect the public health, safety, and welfare when it is determined there will be a water shortage. The City Council will determine by resolution the water conservation plan. The City is also a participant in the Member Agency Response System (MARS), which was developed by MWD for its members' agencies. The MARS network was developed in a coordinated effort to improve emergency response and expedite mutual aid to participating agencies.³³

Further, the City has adopted permanent water restrictions to help conserve water. Pursuant to March 28, 2022, Executive Order N-7-22 issued by Governor Newsom, the State Water Resources Control Board adopted an Emergency Regulation to Reduce Water Demand by 10 to 20 percent and Improve Water Conservation during the current drought. The City Council held a public hearing and adopted a resolution

³⁰ Ibid.

³¹ Kennedy/Jenks Consulting, *City of South Gate Water Master Plan*, June 2019.

³² SA Associates, *2020 Urban Water Management Plan (UWMP) for the City of South Gate*, June 2021.

³³ Ibid.

declaring a Level 2 water supply shortage per Municipal Code on June 28, 2022. The South Gate Public Works Department established mandatory watering restrictions for residents.

The adjudicated Central Basin would continue to be subject to the maximum allowed pumping allocation for groundwater extraction. Continued diligence by the pumpers is expected to ensure the reliability of the Central Basin groundwater supplies. Therefore, the Project would not substantially deplete groundwater supplies.

The Project site contains both pervious and impervious surfaces. The two northern vacant parcels are a mix of impervious and pervious surfaces, while the southern parcel is completely paved and developed with an auto repair shop. While the existing site has some pervious surfaces, the site is not relied on for groundwater infiltration. The proposed Project would include new development that would be primarily impervious surfaces with pervious surfaces consisting of landscaping. Stormwater runoff is not anticipated to change substantially in the proposed condition as the site would continue to be primarily impervious. During final engineering, impervious area for the proposed condition would be calculated in greater detail based on the finalized landscape plan. The proposed Project would not significantly change the amount of impervious area when compared to existing conditions, potentially reducing groundwater recharge through infiltration.

As discussed above, the Project proposes an onsite drywell system to treat stormwater. An on-site stormwater capture system (dry well system) would be placed under the driveway behind the units. The system would meet low impact development (LID) requirements and would discharge to Long Beach Boulevard. Thus, the Project would not interfere substantially with groundwater recharge and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- 1) *Result in substantial erosion or siltation on- or off-site?***
- 2) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***
- 3) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***
- 4) *Impede or redirect flood flows?***

Less Than Significant Impact. Refer to Response 6.10(a) regarding potential impacts involving erosion and water quality.

The City of South Gate, including the Project site, is located within the Coastal Plain of Los Angeles groundwater basin and is considered to be relatively flat. The Project site is in an urbanized area; the City and surrounding area are built-out. The Project proposes 14 two- and three-story residential townhome units. The proposed development includes drive aisles, parking, landscaping, walkways, patios, and a

common open space area. With redevelopment of the Project site, the drainage and topography would not significantly change. As the topography of the site is generally flat, potential flooding hazards are not expected. Under proposed conditions, the water would drain into storm drains in the roadways, as it does now in the current existing condition. A proposed on-site stormwater capture system (dry well system) would be placed under the driveway behind the units. As discussed in Response 6.10(a), Municipal Code Section 6.67.030 requires project applicants to reduce stormwater runoff containing sediment, construction waste, or other pollutants from construction through implementation of Best Management Practices (BMPs). Further, the Project applicant would be required to submit a LID Plan to the Department of Community Development prior to the submittal of an application for the first planning or building approval for a new development project. The LID Plan would include measures designed to control pollutants, erosion, pollutant loads, and runoff volume to the maximum extent feasible by controlling runoff from impervious surfaces through infiltration, evapotranspiration, bio-retention and/or rainfall harvest and use. The Project applicant would be required to implement the set of LID standards and best management practices (BMPs) for stormwater pollution mitigation and provide documentation to demonstrate compliance with the municipal NPDES permit on the plans and permit application submitted to the City. The proposed system would meet LID requirements and would discharge to Long Beach Boulevard.

There are no streams or rivers near the Project site. The Project's proposed storm drain system would capture excess flows generated as a result of the Project's proposed condition; thus, the Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create or contribute runoff that would exceed the capacity of the existing drainage system, or impede or redirect flood flows. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. Tsunamis are sea waves that are generated in response to large-magnitude earthquakes, which can result in coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes that can occur in response to ground shaking. The Project site is approximately 16 miles east of the Pacific Ocean and there are no large bodies of standing water near the Project site. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, the Project site is located within an area of minimal flood hazard.³⁴ As a result, tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water. The Project site is not located within a flood hazard, tsunami or seiche zones potentially resulting in a release of pollutants due to Project Inundation; impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

³⁴ Federal Emergency Management Agency (FEMA), *FEMA Flood Map Service Center: Search by Address*, available at <https://msc.fema.gov/portal/search?AddressQuery=90019%20long%20beach%20blvd%2C%20south%20gate%2C%20ca#searchresultsanchor>, accessed December 6, 2022.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The following discussion based on the *2020 Urban Water Management Plan City of South Gate* (2020 UWMP), prepared by SA Associates, dated June 2021.

Refer to Responses 4.10(a) and 4.10(c), above regarding water quality. As discussed above, the City provides water services to residents. The 2020 UWMP states that the City has eight active groundwater wells that produced approximately 100 percent of the total potable water supply between 2014 and 2020. The City monitors well capacity, status, and water quality. In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.³⁵ SGMA requires local agencies to form GSAs for the high and medium priority basins;³⁶ and, according to the SGMA 2019 Basin Prioritization Report, the Central Basin is a very low priority basin, and therefore is exempt from the GSA requirement.

According to the 2020 UWMP, the Central Groundwater Basin (Basin) adjudication limit (total of the APA of each party) for groundwater extraction across the entire basin is 217,367 acre-feet per year (AFY). The City uses its groundwater wells to extract groundwater from the Basin and has an adjudicated right of approximately 11,183 AF). The City often leases a portion of these allocations to other water uses in the Basin, including but not limited to the Cities of Cerritos and Compton. Water demands within the City's service area between 2014 through 2020 were met by groundwater from the Basin. Annual water use since 2015 has ranged from approximately 7,464 AF to 8,311 AF (average 7,970 acre-feet per year (AFY)), which is less than the allocation of 11,183 AF from the Basin. As the City's groundwater rights are adjudicated, the Project would not conflict with or exceed groundwater supplies or management of the groundwater basins.³⁷

The Water Conservation Act of 2009 (SBX7-7) requires increased emphasis on water demand management and requires the State to achieve a 20 percent reduction in urban per capita water use by December 31, 2020; reporting began with the 2010 UWMP. Retail urban water suppliers are required to report their Baseline Daily Per Capita Water Use (Baseline GPCD), 2015 interim Urban Water Use Target, 2020 Urban Water Use Target, and Compliance Daily per Capita Water Use. The Interim Water Use Target for 2015 is set as a halfway point between the Base Daily Water Use GPCD and the 2020 Compliance Water Use Target GPCD; the 2020 Target was 100 GPCD. The South Gate System water use in 2020 was 88.8 GPCD, below the SBX7-7 2015 interim target of 101 GPCD and the 2020 target of 100 GPCD.

³⁵ California Department of Water Resources, *SGMA Groundwater Management Act (SGMA)*, <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>, accessed December 6, 2022.

³⁶ California Department of Water Resources, *Sustainable Groundwater Management Act (SGMA)*, available at <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management>, accessed December 9, 2022.

³⁷ SA Associates, *2020 Urban Water Management Plan (UWMP) for the City of South Gate*, June 2021.

The Project involves the development of 14 townhome units. As discussed in Section 6.14, *Population and Housing*, the Project is not anticipated to generate significant population growth within the City (approximately 0.05 percent). The 2020 UWMP bases projections on the City's General Plan land uses and projected growth. As the Project is consistent with the General Plan land use and zoning, it is considered to be within the population projections anticipated by the City and the 2020 UWMP. The City would continue to comply with SBx7-7 requirements, which aim to reduce urban water usage. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.11 Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				X
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

No Impact. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The Project site is surrounded by a mix of industrial, open space, and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. The Project proposes the removal of all existing on-site improvements and structures within the site and construction of 14 two- and three-story attached townhomes in four buildings.

Currently, the site has four vehicle access points: one along Willow Place, and three along Long Beach Boulevard; only one access point along Long Beach Boulevard is being actively used for the auto body shop. Access to the Project site for the Project is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. Pedestrian access would be provided to the individual units from Willow Place and Long Beach Boulevard. A private interior driveway system, consistent with Los Angeles County Fire access requirements, would provide access to the individual townhome units.

The Project would not involve any roadways or significant infrastructure systems that would physically divide the site or separate the site from surrounding uses. Development of the site, as proposed, would provide a continuation of residential uses that occur within the surrounding area. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. According to the South Gate General Plan 2035 Corridor Map, the Project site is located within the Long Beach Corridor Sub-Area 3. In the Long Beach Corridor Sub-Area 3, Neighborhood Medium-High, Boulevard Medium-High, and Open Space uses are strongly encouraged. Permitted density (excluding any density bonuses) for the land use is 21 to 40 dwelling units per acre with a maximum of four stories. The City of South Gate Zoning Map identifies the zoning for the site as UN (Urban Neighborhood). The UN zone is intended for areas adjacent to or surrounding major community

corridors to provide retail and service uses in a more automotive-oriented setting and to provide buildings that transition to adjacent established neighborhoods. The General Plan Community Design Element illustrates that the Project site is surrounded by Neighborhood Low, Neighborhood Medium, and Commercial land uses. The Project proposes a residential community comprised of 14 two- and three-story attached townhomes in four buildings and associated amenities, which are permitted uses within the UN zone. The Project is consistent with both the General Plan and the Zoning Map.

In accordance with State Density Bonus Law, the project requests the following incentives, concessions, and/or waivers:

- Unit 9 requests a concession of South Gate Municipal Code Section 11.23.050(A), Table 11.23-1, Note 2 due to accessibility clearance constraints;
- Reduce parking area setback;
- Reduce building setback at Unit 10 from 10 feet to five feet;
- Increase fence height to 42 inches at frontage and 72 inches at common area to improve livability next to high traffic corridor; and
- Reduce common open space square footage requirements.

South Gate Municipal Code Section 11.25.080, *Multifamily development standards*, establishes the development standards for residential development, modifications, expansions, and redevelopment of buildings with five or more units in any residential or mixed-use zone. This Section states that all multifamily development in the NL (Neighborhood Low), NM (Neighborhood Medium) and mixed-use zones shall be consistent with the standards of Municipal Code Sections 11.23.040, *Achieving pedestrian/human-scaled development*; 11.23.050, *Open space requirements*; 11.23.060, *General building design guidelines*; 11.23.070, *Ground-floor retail and pedestrian-oriented uses*; and 11.23.080, *Guidelines for building frontage types*.

The Project would be required to comply with all applicable development and design guidelines and standards. Municipal Code Section 11.23.040, *Achieving pedestrian/human-scaled development*, aims to achieve pedestrian-scale development by providing guidelines for block size, massing, building design, and landscape design. Municipal Code Section 11.23.060, *General building design guidelines*, provides building design guidelines related to building frontage and treatment of building façades. Municipal Code Section 11.23.070, *Ground-floor retail and pedestrian-oriented uses*, provides guidelines and standards related to ground-floor retail and pedestrian-oriented uses. Municipal Code Section 11.23.080, *Guidelines for building frontage types*, provides guidelines for building frontages. As part of the plan review process, Project approval would be subject to the standards of Municipal Code Chapter 11.51, *Permits and Procedures*, which would ensure consistency with the development, design, and operational standards found in Municipal Code Sections 11.25.040, 11.25.060, 11.25.070, and 11.25.080.

The Project would also be required to adhere to Municipal Code Section 11.23.050, *Open space requirements*. The Project site comprises 0.66 acres, or approximately 28,750 square feet, and proposes to construct 14 residential multi-family units. According to Section 11.23.050, projects on lots sized between 10,000 and 30,000 square feet, and have less than 21 residential units, need to dedicate five percent of the total lot to common outdoor open space. To comply with Section 11.23.050, the Project would need to dedicate approximately 1,437 square feet to common outdoor space; the Project proposes 700 square feet. The Project is requesting a concession from the common open space requirement pursuant to State Density Bonus Law.

South Gate Municipal Code Section 11.33.080, *Urban mixed-use zone requirements*, states that single-family dwellings require two enclosed spaces and 0.2 guest spaces per dwelling unit. The Project would require two enclosed spaces for each of the units for a total of 28 enclosed spaces. An additional three guest spaces would be required based on the market rate units. The Project proposes attached two car garages for the 14 units with two of the units having tandem parking. An additional five open parking stalls for guest parking will be provided on the site. The Project is eligible for reduced parking requirements, including the use of tandem spaces, pursuant to State Density Bonus Law. Further, the Project site is located within one-half mile of a major transit stop and is not subject to minimum parking requirements pursuant to Assembly Bill (AB) 2097.

As discussed above, the Project would be consistent with the General Plan land use and zoning for the Project site and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Thus, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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6.12 Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential. According to the South Gate General Plan, the State Division of Mines and Geology has not designated any lands within the City as a State classified mineral resources deposit area. In addition, no areas within the City are designated for mineral resources extraction. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

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6.13 Noise

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Generation of excessive groundborne vibration or groundborne noise levels?			X	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

This section is based on the *Habitat for Humanity IS/EA Noise Impact Study* (Noise Study), prepared by MD Acoustics, dated December 20, 2022, and included in its entirety as Appendix F, Noise Study.

FUNDAMENTALS OF NOISE

Sound, Noise, Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. Noise is defined as sound that is loud, unpleasant, unexpected, or unwanted.

Frequency and Hertz

A continuous sound is described by its frequency (pitch) and its amplitude (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m²), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths

(0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels abbreviated dB.

Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this analysis, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

Noise Descriptors

Noise in daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 PM to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 is the sound level exceeded 10 percent of the sample time. Similarly, L50, L90 and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (e.g., school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2–3 axle) and heavy truck percentage (4 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds, and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a

point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact how far sound can travel.

GROUND-BORNE VIBRATION FUNDAMENTALS

Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

- PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.
- RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude.
- VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance related to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks)

at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

EXISTING NOISE ENVIRONMENT

Stationary Sources

Stationary noise sources within the Project site and vicinity are primarily those associated with surface parking, loading/unloading activities, and mechanical equipment (e.g., heating ventilation and air condition [HVAC] equipment). The noise associated with these sources and other nearby sources may represent a single-event noise occurrence or short-term noise.

Noise Measurements

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. Three short-term noise measurements were conducted near the property lines of the Project site and are illustrated in Exhibit E of the Noise Study; refer to [Appendix E](#). The measurements measured the 15-minute Leq, Lmin, Lmax and other statistical data (e.g., L2, L8); refer to [Table 6.13-1, Short-Term Noise Measurement Data \(dBA\)](#). As indicated in [Table 6.13-1](#), ambient noise levels range between 63 and 69 dBA Leq near the Project site. Existing noise conditions are greater than the City's daytime noise limit for residential uses (50 dBA, Leq).

Table 6.13-1
Short-Term Noise Measurement Data (dBA)

Location	Start Time ¹	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
Site 1	5:21 PM	62.6	73.6	48.9	70.0	66.7	63.2	60.3	52.9
Site 2	5:47 PM	69.2	85.3	53.0	76.6	72.1	69.9	65.1	57.3
Site 3	6:03 PM	65.8	86.3	50.7	71.6	68.6	65.8	62.7	55.1

Sensitive Receptors

Noise exposure standards and guidelines for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Residences, hospitals, schools, guest lodging, libraries, and churches are treated as the most sensitive to noise intrusion and therefore have more stringent noise exposure targets than do other uses, such as manufacturing or agricultural uses that are not subject to impacts such as sleep disturbance. Sensitive receptors nearest to the Project site consist of residential uses to the west and south.

REGULATORY FRAMEWORK

City of South Gate General Plan

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element. Table N-4 of the South Gate Noise Element is the Land Use Compatibility Guidelines, which rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. Additionally, the General Plan Noise Element includes goals and policies to reduce potential noise impacts. Policy P.1 states that construction noise activities will be prohibited between the hours of 7:00 PM to 8:00 AM Monday through Saturday and on Sundays and Federal holidays.

City of South Gate Municipal Code

South Gate Municipal Code Section 11.34.080, *Maximum sound levels by noise zone*, establishes noise level standards and temporary maximum standards applicable to land use categories by noise zone; refer to Table 6.13-2, Noise Zone Standards and Table 6.13-3, Permitted Temporary Noise Level Increase.

**Table 6.13-2
Noise Zone Standards**

Noise Zone	Type of Land Use	Noise Standards ¹	
		Noise Level ²	Time Period
1	Noise Sensitive Area	45 dBA	Anytime
2	Residential Properties	50 dBA	7:00 AM – 10:00 PM
		40 dBA	10:00 PM – 7:00 AM
3	Commercial Properties	55 dBA	Anytime
4	Industrial Properties	65 dBA	Anytime
Notes: 1. For purposes of this analysis it is assumed if the exiting ambient noise exceeds the resulting standard, the ambient noise level shall be the standard. 2. dBA = A-weighted decibel Leq standard.			

Table 6.13-3
Permitted Temporary Noise Level Increase

Permitted Maximum Increase ¹	Noise Duration
+5 dBA	30 minutes per hour
+10 dBA	15 minutes per hour
+12 dBA	10 minutes per hour
+15 dBA	5 minutes per hour
+20 dBA	2 minutes per hour
Notes: 1. dBA = A-weighted decibel Leq standard.	

The existing noise levels at the Project site exceed the base level conditions for residential zones. The City's noise ordinance does not specify how to apply the noise standard in this case; therefore, consistent with industry practice, this analysis assumes that if the existing ambient noise level exceeds the noise limit, the ambient noise level becomes the standard. In other words, if the project only noise does not exceed the existing ambient condition, then the Project would comply with the noise standard.

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Less Than Significant Impact.

Construction Noise

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction would vary with the different phases of construction. Typical noise levels associated with construction equipment are shown in Table 6.13-4, Typical Construction Noise Levels.

Construction activities would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels would be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, and two backhoes operating at 65 feet from the nearest residential sensitive receptor. Grading would be expected to reach up to 83 dBA Leq.

Construction noise would have a temporary or periodic increase in the ambient noise level above existing noise levels within the Project vicinity. Construction noise is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times as described in the City's General Plan and Municipal Code. However, Project construction would occur during the permissible hours in accordance with the City's General Plan and Municipal Code. Thus, construction

impacts would not be considered significant. With implementation of recommended conditions of approval, construction-related noise would be further reduced. Implementation of recommended conditions of approval include ensuring construction equipment is equipped with noise attenuating devices and would also require orientation of stationary construction equipment away from nearby sensitive receptors, among other requirements.

Table 6.13-4
Typical Construction Noise Levels

Type	Noise Levels (dBA) at 50 Feet ¹
Earth Moving	
Compactors (Rollers)	73-76
Front Loaders	73-84
Backhoes	73-92
Tractors	75-95
Scrapers, Graders	78-92
Pavers	85-87
Trucks	81-94
Materials Handling	
Concrete Mixers	72-87
Concrete Pumps	81-83
Cranes (Movable)	72-86
Cranes (Derrick)	85-87
Stationary	
Pumps	68-71
Generators	71-83
Compressors	75-86
Impact Equipment	
Saws	71-82
Vibrators	68-82
Notes:	
1. Referenced Noise Levels from the Environmental Protection Agency (EPA)	

Operational Noise

Stationary Noise Sources

The Project proposes to replace two currently vacant lots and an auto repair shop with a residential development comprised of 14 townhomes. Noise typical of residential uses include conversations, pet noise, and general maintenance activities. Noise from residential stationary sources would primarily occur during the “daytime” activity hours of 7:00 AM to 10:00 PM and would be required to comply with the South Gate General Plan and Municipal Code noise standards. The Project site is generally surrounded by residential uses, with the exception of Long Beach Boulevard and Willow Place, which form the site’s eastern and northern boundaries, and retail uses located to the south. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) would be the primary stationary noise source within the Project site.

The future worst-case noise level projections were modeled using SoundPLAN acoustical modeling software. The model utilizes reference sound level data for mechanical equipment; refer to [Appendix E](#). A total of six receptor locations were modeled to evaluate the proposed Project's operational noise impact to adjacent noise sensitive land uses. [Table 6.13-5, Predicted Operational Noise Levels \(dBA\)](#), identifies the worst case ambient noise levels with implementation of the proposed Project.

Table 6.13-5
Predicted Operational Noise Levels (dBA)

Receptor ¹	Floor	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Exceeds Ordinance?	Change in Noise Level as Result of Project
1	1	69.2	58.0	69.5	No	0.3
2	1	65.8	54.0	66.1	No	0.3
3	1	65.8	60.0	66.8	No	1.0
4	1	65.8	47.0	65.9	No	0.3
5	1	65.8	44.0	65.8	No	0.0
6	1	62.6	40.0	62.6	No	0.0

Notes:

1. Receptors 1 and 2 represent commercial uses, Receptors 3-6 represent residential uses; refer to Exhibit F of [Appendix E](#).
2. Ambient Noise condition from short-term noise measurements.
3. Refer to Exhibit F of [Appendix E](#) for the operational noise level projections at said receptors.

As shown in [Table 6.13-5](#), Project only operational noise levels are anticipated to range between 40 to 60 dBA Leq at the receptors. Project plus ambient noise level projections are anticipated to range between 62.6 to 69.5 dBA Leq at the receptors. The Project noise projections are below the City's existing ambient noise levels, and the change in noise level as a result of the proposed Project is anticipated to range from 0 to 1 dB, which would not be perceptible. Therefore, the Project would comply with the City's noise regulations and impacts associated with Project stationary noise would be less than significant.

Off-Site Traffic Noise

Project construction activities would generate short-term vehicle trips from construction workers traveling to and from the Project site, construction equipment and deliveries, and truck trips associated with the import/export of soils.³⁸ The number of trips per day would vary depending upon the construction activity, which includes demolition, site preparation, grading, building construction and paving, architectural coating and landscaping. The site preparation phase is anticipated to have the highest number of construction-related trips (43 trips).³⁹

In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the

³⁸ The analysis considers daily truck trips of 38 one-way truck trips per day for a duration of three days based on a conservative analysis of up to 357 cubic yards of fill for export, 357 cubic yards of replacement fill for import, and import of 200 cubic yards of additional fill material.

³⁹ CalEEMod version 2022.1; refer to Appendix A.

resulting traffic noise levels to generate a 3-dBA increase. The South Gate General Plan Mobility Element classifies Long Beach Boulevard as a Boulevard (Primary Arterial); Long Beach Boulevard consists of six lanes adjacent to the Project site. Willow Place is not classified in the General Plan, but serves the adjacent residential neighborhood. The Project's construction-related trips would result in a nominal increase in trips on Long Beach Boulevard and Willow Place and would not result in a doubling of trips. Thus, no impact would occur in this regard.

The Project would result in 94 average daily trips (ADT), of which six would occur in the AM peak hour and seven would occur in the PM peak hour. The trip generation is conservative given trip credits for the existing land auto repair use that would be removed have not been applied. Similar to construction trips, the Project's 94 ADTs associated with Project operations would result in a nominal increase in trips on Long Beach Boulevard and Willow Place and would not result in a doubling of trips. Thus, no impact would occur in this regard.

Given that the Project would comply with all noise requirements, Project construction and operation would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan, Noise Ordinance, or applicable standards of other agencies and impacts would be less than significant.

Conditions of Approval

COA N-1: Prior to approval of grading plans and/or prior to issuance of demolition, grading, and building permits, the following noise reduction techniques shall be included in the construction plans or specifications:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- The Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible, including shutting off idling equipment.
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.
- During construction, equipment staging areas shall be located such that the greatest distance is between the staging area noise sources and noise-sensitive receptors.
- Per the South Gate General Plan Noise Element, construction activities shall not occur during the hours of 7:00 PM to 8:00 AM Monday through Saturday and on Sundays and Federal holidays.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities can produce vibration that may be felt by adjacent land uses. The Caltrans Transportation and Construction Induced Vibration Guidance Manual provides general thresholds and guidelines as to the vibration damage potential from vibration impacts. Table 6.13-6, Guideline Vibration Damage Potential Threshold Criteria, identifies the thresholds and Table 6.13-7, Vibration Source Levels for Construction Equipment, identifies the approximate vibration levels for particular construction activities at a distance of 25 feet.

**Table 6.13-6
Guideline Vibration Damage Potential Threshold Criteria**

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: Caltrans, <i>Transportation and Construction Vibration Guidance Manual</i> , Table 19, September 2013.		
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.		

**Table 6.13-7
Vibration Source Levels for Construction Equipment**

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 (upper range)	105
	0.170 (typical)	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 (in soil)	66
Slurry wall	0.017 (in rock)	75
Vibratory roller	0.21	94
Hoe ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.		

Residential structures are located immediately adjacent to the west and south of the Project site. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bull dozer. A large bull dozer has a vibration impact of 0.03 inches per second peak particle velocity (PPV) at 65 feet which is below any risk to architectural damage and on the threshold of perception. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest residential structures. Potential vibration impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation measures are required.

- c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The Project site is not located within an airport land use plan, nor is the Project site located within two miles of a private airstrip, public airport, or public use airport. Thus, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area.

Mitigation Measures: No mitigation measures are required.

6.14 Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project would not induce substantial unplanned population growth directly through new homes or indirectly through the extension of roads or other infrastructure. The Project site is currently developed and surrounded by existing development. The Project proposes construction of a residential development and does not propose any employment-generating uses or new roadways.

As of January 2025, the City of South Gate had an estimated population of 92,955 persons.⁴⁰ The Project involves the development of 14 townhome units, which would induce direct population growth in the City. Based on 3.64 persons per household, which is the average household size for the City of South Gate, the Project's forecast population growth is approximately 51 persons.⁴¹ The Project's forecast population growth would increase the City's existing population by less than one percent (approximately 0.05 percent) to 93,006 persons. According to the South Gate General Plan, the Project site is within the Long Beach Corridor Sub-Area 3. Corridors are the major transportation thoroughfares and access routes in the City. In the Long Beach Corridor Sub-Area 3, Neighborhood Medium-High, Boulevard Medium-High, and Open Space uses are strongly encouraged within this Sub-Area. The Neighborhood Medium-High designation provides for attached single-family and multi-family housing. The designation is generally located along relatively high frequency roadways such as parts of Long Beach Boulevard. The designation encourages new development to create an attractive street front where residents can meet and interact. Allowed land uses include duplexes, triplexes, fourplexes; townhomes and rowhouses; multi-family; parks, plazas, and open space; education; cultural; public assembly, and civic and institutional. Permitted

⁴⁰ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2025*, Sacramento, California, May 2025.

⁴¹ Ibid.

density (excluding any density bonuses) for the land use is 21 to 40 dwelling units per acre with a maximum of four stories.

As the proposed Project is within the regulations of the UN and Neighborhood Medium-High designations, the Project would be within the population projections anticipated and planned for by the City's General Plan and would not induce substantial unplanned population growth in the area.

Mitigation Measures: No mitigation measures are required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The two northern parcels of the Project site contain asphalt in disrepair from a former parking lot and dirt, while the southern parcel (also developed with asphalt) is currently occupied by an auto repair shop. The Project site is surrounded by a mix of residential and commercial land uses: hotel and residential uses to the north, hotel and commercial uses to the east, commercial and residential uses to the south, and residential uses to the west. There is no housing within the Project site. Thus, the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Mitigation Measures: No mitigation measures are required.

6.15 Public Services

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			X	
2) Police protection?			X	
3) Schools?			X	
4) Parks?			X	
5) Other public facilities?			X	

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

1) *Fire protection?*

Less Than Significant Impact. The City contracts with the Los Angeles County Fire Department (LACoFD) to provide fire protection and emergency medical services to the City. According to the General Plan, there are two fire stations located within the City: Fire Station 54, located at 4867 Southern Avenue, is staffed at all times by one captain, one engineer, one firefighter, and three paramedics; and Fire Station 57, located at 5720 Gardendale Street, is staffed by one captain, one engineer and two firefighters. The closest fire station to the Project site is Fire Station 54, located approximately 2.2 miles east of the site.

LACoFD uses data collected by its member agencies to better plan for the future. As the Project is within the designated use of the General Plan, LACoFD has accounted for and anticipated potential Project impacts. The introduction of residential uses to the Project site would incrementally increase the demand for fire protection and emergency medical services to the site. However, as discussed in Response 6.14(a), the forecast population growth associated with the Project represents a less than one percent increase in population over existing conditions and is within the growth projections anticipated by the City's General

Plan. Additionally, the southern parcel of the Project site is developed with an auto repair shop that the LACoFD currently provides service to as needed. Therefore, the population increase associated with the Project would not significantly impact the need for fire protection services.

As part of the development review process, the City's Building and Safety Division will review the proposed Project site plan to ensure that access and water system requirements, which would enhance the proposed development's fire protection, are adequate. Further, the Project would be required to comply with standard conditions of approval as well as the California Fire Code. This includes plan review of the design details of the architectural, structural, mechanical, plumbing, and electrical systems. The Project would be required to comply with applicable City, County, and State code and ordinance requirements for fire protection. The City of South Gate Municipal Code Chapter 10.12, *Fire Code*, adopts the California Fire Code by reference. Implementation of all Fire Code requirements would further reduce potential impacts concerning fire protection services. The Project would not require the need for new or physically altered fire station facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact. The South Gate Police Department provides police protection services in the City of South Gate, including the Project site. As stated in the General Plan, the Department operates out of its headquarters at 8620 California Avenue, as well as a substation at the El Paseo Shopping Center. The nearest facility is the Police Department headquarters, located approximately 1.0 mile east of the Project site.

The introduction of residential uses to the Project site would incrementally increase the demand for police protection services to the site. However, as discussed in Response 6.14(a), the forecast population growth associated with the Project represents a less than one percent increase in population over existing conditions and is within the growth projections anticipated by the City's General Plan. Additionally, the southern parcel of the Project site is developed with an auto repair shop that the Police Department currently provides service to as needed. Therefore, the population increase associated with the Project would not significantly impact the need for police protection services.

According to the General Plan, the City does not currently have a development or public safety impact fee to fund additional police services necessitated by growth. However, as the Project is within the growth projections anticipated by the City's General Plan, the Project would not require the need for new or physically altered police facilities in order to maintain acceptable service ratios, response times or other performance objectives and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) ***Schools?***

Less Than Significant Impact. The City is located within the Los Angeles Unified School District (LAUSD) boundaries. The Project site is located within the service area of the following schools⁴²:

- Willow Elementary School (TK-5)
- South Gate Senior High (9-12)
- South East Senior High (9-12)
- Southeast Middle School (6-8)
- South Gate Middle School (6-8)

In addition to the above, LAUSD identifies additional options including International Studies Learning Center (6-12), Legacy Senior High Visual and Performing Arts (9-12), and Legacy Senior High Sci Tech Engineering Arts Math (9-12) Schools. In addition to LAUSD facilities, the Project site is served by Westbrook Academy, a K-12 charter school located approximately 0.6 miles northwest of the Project site; and the Southeast Campus of the East Los Angeles College (ELAC), located approximately 0.4 miles northwest of the Project site.

The student population growth associated with the Project could incrementally increase the demand on schools serving the Project site. Based on LAUSD student generation factors, the Project's proposed 14 townhome units are forecast to generate less than six new students (two to three elementary, less than one middle, one to two high school, and less than one special day class students).⁴³ The 2024 Developer Fee Justification Study for Los Angeles Unified School District anticipates continued residential development within the school district service area and identifies available district capacity at all grade levels.⁴⁴ Further, the Project is within the growth projections anticipated by the City's General Plan, and therefore, subsequently, has been anticipated by the LAUSD Developer Fee Justification Study. The Project would not create a direct need for new or physically altered school facilities.

In addition, the Project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB 50). Pursuant to Government Code Section 65995(3)(h), payment of statutory fees is deemed to be full and complete mitigation of impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..." Developer fees collected by LAUSD pursuant to SB 50 are used for the provision of additional and reconstructed or modernized school facilities. When deemed necessary, Project Applicants would be required to pay all statutory fees in place at the time and demonstrate proof of payment to the City as a Condition of Approval. The Project would not require the need for new or physically altered school facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

⁴² Los Angeles Unified School District, *Resident School Identifier*, <https://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed December 1, 2025.

⁴³ Schoolworks, Inc., *2024 Developer Fee Justification Study Los Angeles School District*, February 2024.

⁴⁴ Ibid.

4) **Parks?**

Less Than Significant Impact. The proposed Project is forecast to generate approximately 51 residents, which could increase the use of parks within the Project area. However, as discussed in Response 6.14(a), the forecast population growth associated with the Project represents a less than one percent increase in population over existing conditions and is within the growth projections anticipated by the City's General Plan.

South Gate Municipal Code Section 11.23.050, *Open Space Requirements*, dictates that all new development in urban mixed-use zones is required to provide open space; both common outdoor open space and private open space are allowed. Further, Municipal Code Section 11.25.080, *Multifamily development standards*, regulates residential development, modifications, expansions, and redevelopment of buildings with five or more units in any residential or mixed-use zone. This Section establishes that all spaces and amenities required on a per-unit basis by this chapter (Chapter 11.25, *Residential Neighborhood Zones*), including private open space, private storage, and required parking, shall be assigned to each unit and not transferable between units.

According to the General Plan Green City Element, the Parks and Recreation Department operates nine parks in the City that total 165.74 acres. The General Plan Green Element identifies the City's desired park ratio goal to be 3.0 acres of park area per 1,000 residents. As of January 2025, the estimated population for the City is 92,955 persons, indicating that the City has a park ratio of 1.78, and does not meet its current goal. The South Gate General Plan Green Element Policy 1.2.5 allows the City to collect land dedications or in lieu fees from new development for the provision of parks and recreation facilities, in pursuit of a desired parkland standard of 3 acres per 1,000 residents, as allowed by the California Quimby Act.

The Project proposes 14 units that each provide private space areas. The common areas would include guest surface parking areas, outdoor benches, and community green space, totaling 1,200 square feet. As the proposed Project does not provide any public parkland, the Project would be required to pay an in-lieu fee to the City, to ensure impacts remain at less-than-significant levels. With the provision of on-site amenities, compliance with South Gate Municipal Code Title 11, and payment of dedication fees, the Project would not result in the need for new or physically altered public park or recreation facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

5) **Other public facilities?**

Less Than Significant Impact. Los Angeles County provides library, cultural resource centers, and bookmobile services to over 3.4 million residents across 3,000 square miles of unincorporated areas and incorporated cities in Los Angeles County.⁴⁵ There are two libraries located within the City of South Gate: Leland R. Weaver Library, located at 4035 Tweedy Boulevard, and Hollydale Library, located at 12000 Garfield Avenue⁴⁶. The closest library to the Project site is the Leland R. Weaver Library, located

⁴⁵ LA County Library, *About the Library*, <https://lacountylibrary.org/aboutus/>, accessed December 1, 2025.

⁴⁶ LA County Library, *Library Locator*, available at <https://lacountylibrary.org/library-locator/>, accessed December 1, 2025.

approximately 1.5 miles east of the Project site. As part of its Strategic Plan, the County of Los Angeles will support the library system by identifying funding opportunities to extend programs and services at all County libraries.

As the Project introduces new residents to the County population, the forecast population growth associated with the Project could incrementally increase demand for library services. However, as discussed in Response 6.14(a), the forecast population growth associated with the Project represents a less than one percent increase in City population over existing conditions and is within the growth projections anticipated by the City's General Plan. Therefore, implementation of the Project would not result in the need for new or physically altered library facilities to adequately serve the community. Impacts to library services would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.16 Recreation

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Less Than Significant Impact. Refer to Response to 4.15(a)(4).

Mitigation Measures: Less Than Significant Impact.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Less Than Significant Impact. South Gate Municipal Code Section 11.23.050, *Open Space Requirements*, dictates that all new development in urban mixed-use zones is required to provide open space. Further, Municipal Code Section 11.25.080, *Multifamily development standards*, regulates residential development, modifications, expansions, and redevelopment of buildings with five or more units in any residential or mixed-use zone. This Section establishes that all spaces and amenities required on a per-unit basis by this chapter (Chapter 11.25, *Residential Neighborhood Zones*), including private open space, private storage, and required parking, shall be assigned to each unit and not transferable between units.

According to the General Plan Green City Element, the Parks and Recreation Department operates nine parks in the City that total 165.74 acres. The General Plan Green Element identifies the City's desired park ratio goal to be 3.0 acres of park area per 1,000 residents. As of January 2025, the estimated population for the City is 92,955 persons, indicating that the City has a park ratio of 1.78, and does not meet its current goal. The South Gate General Plan Green Element Policy 1.2.5 allows the City to collect land dedications or in lieu fees from new development for the provision of parks and recreation facilities, in pursuit of a desired parkland standard of 3 acres per 1,000 residents, as allowed by the California Quimby Act.

The Project proposes 14 units that each provide private space areas. The common areas would include guest surface parking areas, outdoor benches, and community green space, totaling to 1,200 square feet. The Project would pay in lieu fees pursuant to South Gate General Plan Green Element Policy 1.2.5 as this

Policy allows the City to collect land dedications or in lieu fees from new development for the provision of parks and recreation facilities. With compliance to South Gate Municipal Code Chapters 11.23 and 11.25, and payment of dedication fees, the Project would not require the construction of new or expansion of existing recreational facilities that would have a significant adverse physical effect on the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

6.17 Transportation

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d. Result in inadequate emergency access?			X	

This section is in-part based on the *Long Beach Boulevard Multifamily Residential Project Trip Generation & VMT Analysis/Screening, City of South Gate, California* (Local Transportation Assessment), prepared by MAT Engineering Inc., dated February 10, 2026, and included in its entirety as Appendix G, Local Transportation Assessment.

a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Less Than Significant Impact.

Transit Facilities

The City operates a local transit bus system called the "Get Around Town Express" (GATE). The service runs on a continuous loop. Approximate wait time is between 18 and 24 minutes. Wait time is subject to change during peak hours. Regular fare is \$0.50. Members of the City's Phone a Ride program, and High School & College/Vocational, ride free of charge (Student fee waiver is only valid during school hours). The service operates for most of the year with a few exceptions. It runs Monday - Friday 6:00 AM – 7:00 PM, and Saturday 8:00 AM – 5:00 PM. The two stops closest to the site are Stops R and S. Stop R is located at Southern Avenue and Madison Avenue, approximately 0.5 miles southeast of the Project site; and Stop S is located at Southern Avenue and Stanford Avenue, approximately 0.2 miles south of the Project site.⁴⁷

⁴⁷ City of South Gate, *GATE Buses*, available at <https://www.cityofsouthgate.org/City-Services/Transportation/GATE-Buses>, accessed December 1, 2025.

LA Metro Route 60 operates between the Cities of Compton and Downtown Los Angeles (near Chinatown), traveling through the Cities of Lynwood, South Gate, Vernon along Long Beach Boulevard.⁴⁸ Typically, Route 60 operates on weekdays from approximately 4:30 AM to 10:30 PM, with 15- to 25-minute headways; on Saturdays from 4:30 AM to 11:45 PM with approximately 10- to 15- minute headways; on Sundays and Holidays from 4:00 AM to 11:45 PM with 15- to 20- minute headways; and on Saturdays and Sundays Late Night/Owl Service from approximately 11:00 PM to 5:00 AM with approximately hour-long headways. There are two LA Metro Route 60 bus stops approximately 0.1 miles from the Project site in both the north and south direction along Long Beach Boulevard.⁴⁹

The Project site and surrounding area is served by GATE and LA Metro. The Project site would continue to be served by the existing transit system after Project implementation. The population growth associated with the Project could incrementally increase the demand for public transit services. However, the Project would not conflict with a program plan, ordinance, or policy addressing transit and impacts would be less than significant.

Roadway Facilities

Willow Place and Long Beach Boulevard provide access to the Project site. According to the South Gate General Plan, Long Beach Boulevard is a Boulevard (Primary arterial). Boulevards are major streets that carry both local and through traffic and are expected to carry the highest volumes of traffic in the City. They provide limited access to adjacent land uses. Boulevards are multi-modal streets that serve as key transit corridors, emergency response routes, and may also serve as truck routes. They are functionally equivalent to a Primary Arterial. The Project does not propose any changes to Long Beach Boulevard. Long Beach Boulevard provides two lanes of travel in each direction with curbside parking.

The Project does not propose any modifications to Willow Place or Long Beach Boulevard. The Project site is currently accessed from two driveways on Long Beach Boulevard to the southern parcel, a driveway on Long Beach Boulevard to one of the northern parcels (APN 6204-025-901) and a driveway on Willow Road for access to the other northern parcel (APN 6204-025-900). The Project proposes the removal of all existing on-site improvements and structures within the 0.66-acre site and construction of a common interest subdivision and affordable housing development. Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. Roadway facilities would continue to serve the Project site and surrounding development. The Project would not conflict with a program plan, ordinance, or policy addressing roadway facilities.

Bicycle Facilities

There are no existing bicycle facilities adjacent to the Project site.

The City of South Gate Bicycle Transportation Plan (Bicycle Plan) was adopted in October 2012. This plan is intended to guide the development and maintenance of a comprehensive bicycle network and includes programs to achieve these goals of higher levels of connectivity. The Bicycle Plan (Chapter 6) identifies proposed bicycle facilities within the City. Type B sharrows are proposed along Long Beach Boulevard from

⁴⁸ LA Metro, *Route 60 Local Line*, available at <https://www.metro.net/riding/schedules-2/>, accessed December 1, 2025.

⁴⁹ Ibid.

the northern City limit to Tweedy Boulevard; the Project site is within this proposed improvement. Several improvements, including colored bike lanes, are also proposed along Firestone Boulevard, which is less than a quarter mile north of the Project site. A sharrow, or shared-lane arrow, is a marking used to indicate the preferred path of travel for bicyclists in a lane that bicyclists and motorists share. The sharrow reminds motorists that they may encounter people on bikes, and that people on bikes may occupy the full travel lane. The Type B Sharrow is a more prominent way to implement the sharrow marking. Type B Sharrows could include using a bright colored paint to mark the bike lane, or large sharrows spaced close together with longitudinal lines flanking could be used.

The Project does not propose any modifications to Willow Place or Long Beach Boulevard. The Project site is currently accessed from two driveways on Long Beach Boulevard to the southern parcel, a driveway on Long Beach Boulevard to one of the northern parcels (APN 6204-025-901) and a driveway on Willow Road for access to the other northern parcel (APN 6204-025-900). The Project proposes the removal of all existing on-site improvements and structures within the 0.66-acre site and construction of a common interest subdivision and affordable housing development. Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. These improvements would not interfere or conflict with the proposed Type B sharrows along the Project frontage. Consolidation of driveways from four to two would reduce the interruptions and improve the bicyclist experience along the Project frontage. Further, the Project would include onsite bike parking. Residents of the proposed Project could incrementally increase the use of bicycle facilities within the Project area and throughout the City. The Project would not conflict with a program plan, ordinance, or policy addressing bicycle facilities and impacts would be less than significant.

Pedestrian Facilities

A sidewalk is currently provided along Long Beach Boulevard and Willow Place, bordering the Project site. The Project proposes the removal of all existing on-site improvements and structures within the 0.66-acre site and construction of a common interest subdivision and affordable housing development. Pedestrian access would be provided to the individual units from Willow Place and Long Beach Boulevard. The existing width of the sidewalks along Long Beach Boulevard and Willow Place would not be changed. Consolidation of driveways from four to two would reduce the interruptions and improve the pedestrian experience along the Project frontage. The Project would also provide landscaping along the Project frontage. The Project would not conflict with a program, plan, ordinance or policy addressing pedestrian facilities and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Less Than Significant Impact. In response to Senate Bill (SB) 743, the California Natural Resource Agency certified and adopted new CEQA Guidelines in December 2018 which now identify Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impact under CEQA (§ 15064.3). Based on Section 3.1.2.1 of the County of Los Angeles traffic study requirements (July 23, 2020), non-retail projects generating less than 110 daily trips (or less than 50 peak hour trips) could be screened out from requiring a full VMT analysis.

Trip generation represents the number of trips attracted and produced by a land use. The Local Transportation Assessment explains that trip generation for the existing use and the proposed Project is based upon the specific land uses that have been proposed by the Project and has been determined utilizing the Institute of Transportation Engineers (ITE) trip generation rates which is an industry standard for calculating trips associated with land uses. According to the Local Transportation Assessment, the existing use generates approximately 22 daily trips which includes approximately 3 AM peak hour trip and approximately 3 PM peak hour trips. It was concluded that, without factoring in current trips generated by the existing use, the proposed Project is forecast to generate approximately 87 daily trips which includes approximately 6 AM peak hour trips and approximately 7 PM peak hour trips. However, after factoring in current trips generated by the existing use, the proposed Project is forecast to generate approximately 65 net additional daily trips which include approximately 3 net additional AM peak hour trips and approximately 4 net additional PM peak hour trips. Therefore, the Project is anticipated to generate fewer than 110 daily trips. In accordance with the County of Los Angeles traffic study requirements, a detailed VMT analysis is not required and the Project can be presumed to have a less than significant impact on VMT.

It is acknowledged that Project construction activities would generate short-term vehicle trips from construction workers traveling to and from the Project site, construction equipment and deliveries, and truck trips associated with the import/export of soils.⁵⁰ The number of trips per day would vary depending upon the construction activity, which includes demolition, site preparation, grading, building construction and paving, architectural coating and landscaping. The site preparation phase is anticipated to have the highest number of construction-related trips (43 daily trips), which would be less than the 65 net additional daily trips that would be generated by the Project once operational.⁵¹ The County of Los Angeles traffic study requirements does not require an assessment of VMT for the construction phase of a development Project, such as the proposed Project. Therefore, construction vehicle trips have been provided here for informational purposes only.

Mitigation Measures: No mitigation measures are required.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project would not provide any off-site roadway improvements that could substantially increase hazards due to a design feature. The Project site is currently accessed from two driveways on Long Beach Boulevard to the southern parcel, a driveway on Long Beach Boulevard to one of the northern parcels (APN 6204-025-901) and a driveway on Willow Road for access to the other northern parcel (APN 6204-025-900). The Project proposes the removal of all existing on-site improvements and structures within the 0.66-acre site and construction of a common interest subdivision and affordable housing development. Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. Consolidation of driveways from four to two would reduce the interruptions and improve pedestrian and bicyclist safety. The proposed driveway on Willow Place would

⁵⁰ The analysis considers daily truck trips of 38 one-way truck trips per day for a duration of three days based on a conservative analysis of up to 357 cubic yards of fill for export, 357 cubic yards of replacement fill for import, and import of 200 cubic yards of additional fill material.

⁵¹ CalEEMod version 2022.1; refer to Appendix A.

allow for egress only via right-turn out. The proposed driveway on Long Beach Boulevard would allow for ingress/egress via right-turn in and out. As the Project would not alter geometric design of the site (e.g., introduce sharp curves, dangerous intersections, blind spots, etc.), the Project would have less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. Long Beach Boulevard provides direct access to the Project site and according to the South Gate General Plan Safety Element is an Evacuation Route, providing primary evacuation and emergency access within the area. The South Gate General Plan Mobility Element identifies Long Beach Boulevard as a Boulevard (Primary Arterial). According to the Mobility Element, Boulevards are multi-modal streets that serve as key transit corridors, emergency response routes, and may also serve as truck routes. The construction and operation of the proposed Project would not place any permanent physical barriers on Long Beach Boulevard. There is the potential that traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Any temporary closure would be required to receive permission from the City. However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along Long Beach Boulevard at all times. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Long Beach Boulevard, Willow Place, or any other nearby roadways.

The Project site is currently accessed from three driveways on Long Beach Boulevard and one driveway on Willow Place. Access to the Project site is proposed from two driveways, one located on Willow Place and one located on Long Beach Boulevard. The proposed driveway on Willow Place would allow for egress only via right-turn out. The proposed driveway on Long Beach Boulevard would allow for ingress/egress via right-turn in and out. A private interior driveway system, consistent with LACoFD access requirements, would provide access to the individual townhome units. Prior to the issuance of a building permit, the applicant is required to submit appropriate plans for plan review to ensure compliance with zoning, building, and fire codes. LACoFD would review the Project for access requirements, minimum roadway widths, fire apparatus access roads, fire lanes, signage, and access walkways, among other requirements to ensure adequate emergency access would be provided to and within the Project site. The Project would be required to comply with all applicable Building and Fire Code requirements and would submit construction plans to the Fire Department's Engineering Building Plan Check Unit for review and approval prior to issuance of any building permit. Approval by the Fire Department would ensure that Project construction and operation would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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6.18 Tribal Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

- 1) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***
- 2) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less Than Significant Impact. Assembly Bill (AB) 52 requires that lead agencies evaluate a project's potential impact on "tribal cultural resources", which include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources". AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource." AB 52 applies whenever a lead agency adopts an environmental impact report, mitigated negative declaration, or negative declaration.

In compliance with AB 52, the City provided formal notification to those California Native American Tribal representatives requesting notification in accordance with AB 52; refer to [Appendix C](#). The Gabrieleno Band of Mission Indians – Kizh Nation requested formal consultation with the City. In response to the request for consultation, the City engaged with the Gabrieleno Band of Mission Indians – Kizh Nation. Although no Native American tribal cultural resources are known to occur within the Project site, based on the Gabrieleno Band of Mission Indians – Kizh Nation's cultural affiliation with the area, the parties agreed to impose mitigation measures to mitigate potential impacts to previously unidentified Native American tribal cultural resources.

Mitigation measures would require the retention of a qualified Native American Monitor who would be present during all construction related ground disturbances. In the event tribal cultural resources are unearthed, they would be evaluated by the Native American Monitor and if determined to be Native American in origin, appropriate treatment and curation of the resources would occur. Additionally, mitigation would address the potential discovery of human remains, providing for coordination with the Tribe and qualified archaeologist. With implementation of Mitigation Measures TCR-1, TCR-2, and TCR-3, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource and impacts would be reduced to a less than significant level.

Mitigation Measures:

TCR-1 **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleno Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as

any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological

material, it shall be offered to a local school or historical society in the area for educational purposes.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3 Procedures for Burials and Funerary Remains. As the Most Likely Descendant (“MLD”), the Koonas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

The Tribe will work closely with the project’s qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be

submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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6.19 Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) *Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less Than Significant Impact.

Water

The South Gate Water System serves the entirety of the City, including the Project site, with the exception of the Hollydale area, which is served by Golden State Water Company. The City receives its water from two main sources, groundwater from the Central Groundwater Basin (Basin) and recycled water from Central Basin Municipal Water District (CBMWD). The City's allocated Allowed Pumping Allocations (APA) from the Central Basin is 11,183 AF. The water system in South Gate is regulated through federal law, State law, the South Gate Municipal Code, and court decisions.

The Project proposes to connect all individual units' water and sewer to existing laterals in Willow Place and Long Beach Boulevard. The potential environmental effects associated with construction and operation of the Project, including the proposed water lines to serve the residential development are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation. Thus, the proposed Project would not require or result in relocation or construction of water facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.19(b) regarding water supply.

Wastewater and Wastewater Treatment

According to the General Plan, the City's sanitary sewer collection system is managed by the City's Public Works Department. The Project proposes to connect all individual units' water and sewer to existing laterals in Willow Place and Long Beach Boulevard. Therefore, Project implementation would not result in the need for new or expanded wastewater facilities. The potential environmental effects associated with construction and operation of the Project, including the proposed sewer lines to serve the residential development are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation. Thus, the proposed Project would not require or result in relocation or construction of wastewater facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Response 4.19(c) below, regarding wastewater treatment.

Stormwater Drainage

South Gate's stormwater system is managed by the City's Department of Public Works and the Los Angeles County Department of Public Works (LACDPW). Most stormwater drains through street curb and gutters to LACDPW storm drains, but there are a limited number of circular storm drains maintained by the City.

An on-site stormwater capture system (dry well system) would be placed under the driveway behind the units. The system would meet low impact development (LID) requirements and discharge to Long Beach Boulevard. The potential environmental effects associated with construction and operation of the Project, including the proposed storm drain improvements to serve the residential development are analyzed within this Initial Study and impacts have been determined to be less than significant with compliance with regulatory requirements and implementation of mitigation. Thus, the proposed Project would not require or result in relocation or construction of stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

Refer to Section 6.10, *Hydrology and Water Quality*, regarding drainage patterns and the Project's proposed hydrology and drainage.

Electricity, Natural Gas, and Telecommunications

The Project site receives electrical power from Southern California Edison (SCE) and natural gas service from Southern California Gas (SoCalGas). Telecommunication services are provided by a variety of companies and are typically selected by the individual customer. Transmission lines/infrastructure for these services are provided within the Project area and currently serve on-site uses.

All appliances, water heaters, and HVAC systems associated with the implementation of the Project would be electric; gas service would not be provided for the development.

The Project's anticipated electricity demand would be approximately 51 MWh per year; refer to [Section 6.6, *Energy*](#), regarding an analysis of the Project's energy use. The Project would connect to existing electrical and telecommunications infrastructure, and no off-site improvements are proposed. The potential environmental effects associated with the Project's energy demand are analyzed within this Initial Study and impacts have been determined to be less than significant. The proposed Project would not require or result in relocation or construction of electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Mitigation Measures: No mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The City of South Gate uses groundwater from the City wells as its primary source. As discussed in the 2020 UWMP, water generated from wells is chlorinated and distributed to City customers or stored in reservoirs. The City can also acquire imported water from Metropolitan Water District of Southern California (MWD) through CBMWD, but has not done so in several years.

South Gate Water supplies water to the City, including the Project site. The South Gate 2020 UWMP confirms that water supplies would meet the service area's water demands for normal, single-dry, and multiple dry-year conditions through 2045 (refer to Tables 3.13 through 3.19 of the 2020 UWMP). The 2020 UWMP water demand forecasts are based on adopted General Plan land use designations.

The Project proposes the removal of all existing on-site improvements and structures within the site and construction of 14 two- and three-story attached townhomes in four buildings, which is consistent with the General Plan land use designation Neighborhood Medium-High. Based on 3.64 persons per household, the Project's forecast population growth is approximately 51 persons. The Project's forecast population growth would increase the City's existing population by less than one percent (approximately 0.05 percent) to 93,006 persons (refer to [Section 6.14, *Population and Housing*](#)). The South Gate General Plan, and 2020 UWMP, anticipate the population to slightly increase through 2040, as the City and surrounding area are built-out; the Project would be within the population projections anticipated and planned for by the City's General Plan and would not increase growth beyond what was anticipated in the 2020 UWMP.

In 2020, South Gate Water Area had a daily per capita water use of 88.8 gallons per capita per day (GPCD), which was below the 2020 water use target of 100 GPCD (see Response 6.10(e)). As the Project is consistent with the General Plan land use designation and zoning district, it is considered to be within the population projections anticipated by the City and the 2020 UWMP, implying that the City would continue to comply with SBX7-7 requirements, which aim to reduce urban water usage. Project impacts concerning water demand would be less than significant. Further, the 2020 UWMP provides conservation programs along with incentives to conserve water in the City. As the UWMP has indicated that South Gate Water will have sufficient supplies through 2045, and that the proposed Project is consistent with the General Plan growth assumptions, the Project would not create insufficient water supply, impacts would be less than significant.

Mitigation Measures: Less Than Significant Impact.

- c) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact.

Wastewater Generation

The City's sanitary sewer collection system is managed by the City's Public Works Department. Generally, sewer flows within the City flow by gravity from north to south. Approximately 99 percent of local wastewater flows discharge into Los Angeles County Sanitation District (LACSD) facilities for transportation, treatment, and disposal. The remaining one percent of total sewage passes into the City of Paramount system and is then discharged into LACSD facilities.⁵² The Project proposes to remove existing site improvements and develop the site with 14 townhomes. The Project would connect all individual units' water and sewer to existing laterals in Willow Place and Long Beach Boulevard.

As the Project is consistent with the General Plan, and would connect to existing infrastructure, impacts would be considered negligible and upgrades to the sewer main would not be necessary to support the proposed Project. Thus, the future peak flow rates produced by the proposed Project would not significantly impact or exceed the capacity of the existing sewer infrastructure. Impacts would be less than significant.

Wastewater Treatment

As discussed in the City Sewer System Management Plan prepared by David Evans and Associates, Inc. in 2017, the City's sanitary sewer collection system is managed by the Public Works Department. The collection system consists of about 119.4 miles of gravity sewer lines, no pump/lift stations, and about 100 sewer siphons within the system. Approximately 99-percent of local wastewater flows, discharge into LACSD facilities for transportation, treatment, and disposal. The remaining one percent of total sewage generated within the City passes into the City of Paramount system and is then discharged into LACSD facilities.⁵³

Further, the General Plan indicates that there are 21 LACSD trunk lines that run through various portions of the City. These trunks convey sewage from South Gate and other communities to the A.K. Warren Water Resource Facility (Warren Facility, formerly known as the Joint Water Pollution Control Plant) in Carson. The Warren Facility is the Sanitation Districts' oldest and largest wastewater treatment plant. Serving a population of approximately 3.5 million people, Warren Facility treats an average of 260 million gallons of wastewater per day.⁵⁴ All solids from the Joint Outfall System are processed here and anaerobically digested to produce methane gas; the methane gas is then burned in the Total Energy Facility to produce enough electrical power to run the entire plant.⁵⁵ After treatment, the effluent is

⁵² Kennedy/Jenkins Consultants Inc., *City of South Gate Sewer Master Plan*, June 2019.

⁵³ David Evans and Associates, Inc, *Sewer System Management Plan Final Report, City of South Gate*, January 2017.

⁵⁴ Los Angeles County Sanitation Districts, *Facilities: A.K. Warren Water Resource Facility* , <https://www.app.lacsd.org/facilities/?tab=0&number=1> , accessed December 1, 2025.

⁵⁵ Ibid.

chlorinated and discharged through two ocean outfalls a mile and a half offshore. The Warren Facility currently provides primary and secondary treatment for a design capacity of 400 million gallons of wastewater per day.⁵⁶

The design capacities of LACSD's facilities are based on the regional growth forecast adopted by SCAG. Expansion of LACSD's facilities must be sized and their service phased in a manner that is consistent with the SCAG regional growth forecast. Because SCAG growth projections are based in part on growth identified in local General Plans, growth associated with development of the Project site based on its General Plan land use designation has been anticipated by the growth forecasts. As discussed in Section 6.14, Population and Housing, the Project's forecast population growth would increase the City's existing population by less than one percent (approximately 0.05 percent) to 93,006 persons. Further, the Project is consistent with the General Plan and the Zoning Map. Thus, the Project would be within the population projections anticipated and planned for by the City's General Plan. Further, LACSD has the authority to charge a fee for the privilege of connecting to the LACSD's Sewage System for increasing the strength or quantity of wastewater discharged from connected facilities. The fee payment would be required before a permit to connect to the sewer is issued. Thus, adequate wastewater treatment would be available to serve the proposed Project and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

- d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***
- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less Than Significant Impact. The City has several programs to divert solid waste from landfills including composting, facility recovery, policy incentives, household hazardous waste management, and public education about recycling and waste reduction. The City contracts with Universal Waste Systems to provide refuse and recycling services to South Gate residences.⁵⁷ The General Plan further explains that the City's waste hauler makes use of a transfer station in South Gate and uses specific landfills for residential and commercial/industrial wastes: Commerce Refuse-To-Energy Facility, Bradley Landfill, Downtown Diversions, Inc., El Sobrante Landfill, Nu-Way Live Oak Reclamation, Inc., Southeast Recovery Resource Facility City of Long Beach-Energy Recovery Bureau, and Synagro Regional Composting Facility. Further research through CalRecycle indicates that the Commerce Refuse-To-Energy Facility and the Bradley Landfill are closed, and the Nu-Way Live Oak Reclamation Inc. site are inactive.^{58,59,60,}

⁵⁶ Los Angeles County Sanitation Districts, *A.K. Warren Water Resource Facility*, available at <https://www.lacsd.org/services/wastewater-sewage/facilities/ak-warren-water-resource-facility>, accessed December 1, 2025.

⁵⁷ City of South Gate, *Utilities and Water*, available at <https://www.cityofsouthgate.org/Government/Departments/Administrative-Services/Utilities-Water>, accessed December 15, 2022.

The City of South Gate is a member of the Los Angeles Integrated Waste Management Authority, a regional agency, also known as LARA, which is a consortium of 16 cities in Los Angeles County. The General Plan indicates that the City has approved a number of private sector businesses that recycle materials including Interior Removal Specialists, Pacific Coast Metals, Hanson Aggregates, Inc., and the Sanitation Districts South Gate Transfer Station; the City diverted 47 percent of its solid waste in 2002 and LARA, in which the City is a member, had a diversion rate of 59 percent in 2006.

The Project proposes the removal of all existing on-site improvements and structures within the site and construction of 14 two- and three-story attached townhomes in four buildings. The proposed Project is consistent with the General Plan land use designation and the City Zoning Map.

The Municipal Code contains Title 14, *Waste Handling and Recycling*. Chapter 14.04, *Demolition-Related Recycling*, within this Title, aims to reduce landfill waste from construction and demolition debris pursuant to the California Integrated Waste Management Act of 1989. The purpose of Chapter 14.01, *Waste and Recyclables on Public Rights-of-Way*, is to regulate any person who deposits, or causes to be deposited, any solid waste or recyclable materials on the public right-of-way or on private property within public view, except in a container provided therefor as herein specified, and states that such waste shall immediately be swept up and removed. Chapter 14.02, *Residential collection*, states that every residential householder shall utilize the services of the collector having the exclusive franchise. The Municipal Code also contains Chapter 14.04, *Demolition-Related Recycling*, which regulates all construction, demolition, and renovation projects within the City, the total costs of which are, or are projected to be, greater than or equal to fifty thousand dollars or are one thousand square feet or greater ("covered projects"). Compliance with all Chapters under Municipal Code Title 14 would ensure that Project implementation would have less than significant impacts with regards to solid waste and recyclables generated through construction and operations.

Project implementation would increase solid waste disposal demands over existing conditions. Solid waste within the City is primarily disposed of at the El Sobrante Landfill located at 10910 Dawson Canyon Road in Corona. The El Sobrante Landfill has a maximum permitted throughput of 16,054 tons of waste per day; a total maximum permit capacity of 209,910,000 cubic yards; and a remaining capacity of 121,083,583 cubic yards.⁶¹ The El Sobrante Landfill has an expected cease operation date of January 1, 2051. It is anticipated that El Sobrante Landfill will continue to receive a majority of the solid waste from the City. Solid waste generated from the Project could be accommodated at the El Sobrante Landfill or a combination of the disposal facilities currently receive solid waste for disposal from the City. As the proposed Project is consistent with the City General Plan and Zoning Map, waste generated by Project implementation has been anticipated and would not result in excess of the capacity of local infrastructure. Compliance with all federal, State, and local statutes and regulations for solid waste, including those identified under the most current CALGreen standards, would ensure Project implementation would result in less than significant impacts concerning solid waste.

Mitigation Measures: No mitigation measures are required.

⁶¹ CalRecycle, *SWIS Facility/Site Activity Details: El Sobrante Landfill*, available at <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402>, accessed December 1, 2025.

6.20 Wildfire

<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the Cal Fire Hazard Severity Zone Map, the City of South Gate, including the Project site, is not located within a State Responsibility Area (SRA).⁶² Further, the Project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA). The Project would be required to comply with all City and LACoFD requirements for fire prevention and safety measures, including site access.

Long Beach Boulevard provides direct access to the Project site and would serve as a primary evacuation and emergency access route within the area. The construction and operation of the proposed Project would not place any permanent physical barriers on Long Beach Boulevard. There is the potential that the traffic lanes located immediately adjacent to the Project site may be temporarily closed or controlled by construction personnel during construction activities. Construction activities would include demolition, site preparation, grading, building construction, and paving, architectural coating, and landscaping.

⁶² Cal Fire, Fire Hazard Severity Zone Maps, *Fire Hazard Severity Zones in SRA*, <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9>, accessed December 1, 2025.

However, this would be temporary and emergency access to the Project site and surrounding area would be required to be maintained along Long Beach Boulevards at all times to ensure Project implementation would not impair emergency access and, to keep impacts below a significant level. Additionally, all construction staging would occur within the boundaries of the Project site and would not interfere with circulation along Long Beach Boulevard, or any other nearby roadways. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

No Impact. As discussed above, the Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. The Project site is relatively flat and does not contain any slopes or features that would exacerbate wildfire risks. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

No Impact. As discussed above, the Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. The Project site is located within an urbanized area, surrounded by existing development and associated infrastructure. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Mitigation Measures: No mitigation measures are required.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

No Impact. As discussed above, the Project site is not located within an SRA and is not located within a VHFHSZ within an LRA. Further, the Project site and surrounding area is relatively flat, indicating that flooding and landslides would not impact the Project site. The Project would not expose people or structures to significant risk associated with wildfires.

Mitigation Measures: No mitigation measures are required.

6.21 Mandatory Findings of Significance

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

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

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project does not have the potential to substantially degrade the quality of the environment or result in significant environmental impacts that cannot be reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures and standard conditions of approval.

As discussed in Section 6.4, *Biological Resources*, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Section 6.5, *Cultural Resources*, the Project would not eliminate important examples of the major periods of California history or prehistory. As concluded in Section 6.5 and Section 6.18, *Tribal Cultural Resources*, the Project would result in less than significant impacts with the implementation of mitigation.

The Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with the implementation of mitigation.

Mitigation Measures: No additional mitigation measures are required.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

Less Than Significant Impact With Mitigation Incorporated. As discussed throughout this Initial Study, the Project would not result in significant short-term or long-term environmental impacts that cannot be reduced to a less than significant level with compliance with the established regulatory framework and implementation of mitigation measures. Compliance with the regulatory requirements and implementation of mitigation measures would reduce the potential for short- and long-term environmental impacts that would occur with construction and operation of the proposed Project relevant to the environmental topical areas discussed within this Initial Study. Thus, the Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.

Mitigation Measures: No additional mitigation measures are required.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant Impact with Mitigation Incorporated. Based on the analysis contained in this Initial Study, the proposed Project would not have cumulatively considerable impacts with implementation of Project mitigation measures. Implementation of standard conditions and mitigation measures at the Project-level would reduce the potential for the incremental effects of the proposed Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

Mitigation Measures: No additional mitigation measures are required.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact with Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed Project's potential impacts to human beings related to several environmental topical areas. As determined throughout this Initial Study, the proposed Project would not result in any potentially significant impacts that cannot be mitigated or reduced with implementation of mitigation measures and/or standard conditions imposed by the City. The Project would not cause a substantial adverse effect on human beings, either directly or indirectly and impacts would be less than significant.

Mitigation Measures: No additional mitigation measures are required.

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